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The China Mail.

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HONGKONG, TUESDAY, JUNE 24, 1919.

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Steam and Motor Vessels,
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GRANDLER
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FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give
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Pints \$1.20 Per Dozen.
Splits 70 Cts. " "

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Never too hot-Loose fitting

B. V. D.

Coat Cut Undershirts and
Knee Length Drawers
\$1.25 a garment.

UNION SUITS

\$2.50 a suit.

BRITISH Lisle SOCKS
BLACK & GRAY WITH OR WITHOUT CLOX.
Prices 75 cts., \$1.00 and \$1.25 pair.

AMERICAN SILK SOCKS
WHITE, BLACK & COLORED.
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ALEXANDRA BUILDING, HONGKONG. TEL. No. 2342.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

AT LAST!

LONDON, June 23.

A British official message says the Germans intend to sign.

Another British official message says the Germans have agreed to sign. The date of the signature will probably be June 25.

PARIS, Later.

An authoritative announcement here says the treaty cannot probably be signed by June 25 owing to the necessity to examine the credentials of the hundreds of signing plenipotentiaries.

THE AFGHAN BOTHER.

THE AMIR REPLIES.

SIMLA, June 22.

The Amir's reply to the Viceroy's letter of June 3 which reached Simla on the 18th is couched in terms of studied friendliness. It states that the Amir is impressed by the peaceful and loving inclinations of the British nation, whose high functionaries have made peace a principle of diplomacy in other parts of the world. He alludes to Afghanistan's passion for independence; also to the newly awakened world spirit of freedom. While characterising the British terms for an armistice as lenient, he points out certain practical difficulties in the way of a literal fulfilment. He maintains that the withdrawal of the Afghan forces a distance of twenty miles from the British forces involves the uprooting of thousands of villagers and tribesmen, as the Afghan forces consist of a levy en masse. He pleads that it is impossible to guarantee immunity for reconnoitring aeroplanes whose presence in Afghanistan is regarded with bitterness. The Amir accepts the Viceroy's suggestion of Rawalpindi as the meeting place of the peace delegates. In order to secure the pleasure and safeguard the dignity and honour of the British government he announces the nomination of nine delegates headed by Sardar Ali Khan, the Home Affairs Minister. In conclusion the Amir expresses an earnest hope for a bright future for both parties, and for the establishment of friendly relations between the two governments.

Replying to the Amir's letter today, the Viceroy, while recognising some difficulties before the literal fulfilment of the armistice terms, emphasises that modification is impossible. The precise meaning of the first term had been misunderstood. All that was demanded was the removal of the Afghan regulars a distance of twenty miles from our forces. This had been already done except in the vicinity of Chaman, whence the Afghan forces must be withdrawn the prescribed distance. Also in the vicinity of Peshawar Kotah where the presence of the enemy was still reported. The Viceroy says so long as a single Afghan regular remains on our side of the frontier peace negotiations are impossible. As the only alternative to a resumption of hostilities the Amir must prohibit tribal gatherings in the vicinity of our forces. British generals are ordered forcibly to disperse them. The Viceroy is confident the Amir's stringent orders could ensure immunity for reconnoitring aeroplanes, which would retaliate if molested. His Excellency emphasises the absolute necessity for the Amir to warn the frontier tribes to cease all hostilities if he has not already done so, as peace negotiations will be impossible if the tribes are left in a state of doubt or excitement. Understanding that the Amir is prepared to accept the armistice terms fully in a spirit of friendliness, the Viceroy would be glad to issue orders for the reception of the Afghan delegates at Rawalpindi and announces the appointment of Hamilton Grant, the Foreign Secretary as chief of the British delegation. He endorses the Amir's hope for a bright future and the re-establishment of the friendly relations of the two governments.

ANCIENT HISTORY OF CHINA.

PEKING, June 12.

The parliament has resolved that it is not entitled to accept the President's resignation. Unpopularity prevails owing to the knowledge that the militarists are planning an anti-government coup, but the dismissal of the three pro-Japanese officials is allaying the force of the anti-Japanese movement in North China. Reuter learns, however, that the acceptance of the resignation of the Chinese Ministers, including the Minister to Japan, has allayed popular excitement.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BOLSHIEVIST WAR.

LONDON, June 18th.

An official telegram from Omsk states that Admiral Kolchak's offensive in the direction of Yskat continues.

The troops north of the Perm Railway wiped out several Red battalions. The general situation is greatly modified.

By June 8th victory was achieved over twelve Red regiments in the direction of Sarapul and 500 were taken prisoner.

The Ural Cossacks also defeated the Reds, taking 1,000 prisoners.

LONDON, June 17th.

The Daily Mail's Helsinki correspondent states that the fortress of Kronstadt is on fire, several forts showing a white flame.

Seven Bolshevik warships hoisted with white flags surrendered to the British squadron.

FINLAND.

LONDON, June 18th.

The new Republican form of Government provisionally adopted in Finland did not materialise because it did not receive the necessary five-sixths majority in the Diet.

The question will be held over till after the elections. The old constitution at present remains in force.

HELSINKI, June 18th.

The debate in the Diet on the Reform Bill is assuming a heated character. The Republicans threaten to remove Herr Hanhinen, the Regent, if the Bill is not again taken up.

POLES WIN BATTLE.

LONDON, June 18th.

Reuter learns that the Polish troops in Eastern Galicia have captured several thousand prisoners and much booty near Zolochiv and have established contact with four Polish Divisions from Odessa.

FRENCH ITEMS.

PARIS, June 18th.

A Havas message says:

The strike of the Paris sub-way and surface car employees has finally ended. The strikers will resume work on Monday.

The announcement was made after M. Clemenceau's interview with the strikers' representatives.

PARIS, June 18th.

The Paris transport workers have resumed. The public services are working regularly.

PARIS, June 18th.

The National Miners' Federation has declared a miners' strike, operating throughout France.

The coal-miners of France have decided to strike on Monday, and have declined to confer with the Minister for Labour.

PARIS, June 18th.

A Havas message says:

The Liege section of the Post, Telegraph and Telephone Association has issued a vigorous protest against the attempt to use trade corporations for international political manoeuvres.

BELGIAN ARMY.

BRUSSELS, June 17th.

The maximum strength of the Belgian army for 1919 has been fixed at 350,000 on a war footing, and 100,000 on a peace footing.

U.S. NAVY.

WASHINGTON, June 17th.

The Navy Department has ordered the division of the United States naval forces into two fleets of equal strength, called, respectively, the Atlantic and Pacific fleets.

MEXICAN MIX UP.

AMERICAN CAVALRY BUILT IN.

EL PASO (TEXAS), June 16th.

After several persons had been killed or injured by stray bullets at Juarez, in Mexico, where General Carranza's troops are fighting General Villa's rebels, 3,500 American troops crossed the frontier with a view to rounding up the rebels.

EL PASO, June 16th.

The Americans victoriously engaged General Villa's rebel forces at Juarez, taking many prisoners.

American cavalry surrounded them.

EL PASO, June 17th.

As a consequence of the flight of Villa's troops, the Americans have re-entered the United States, after a short cavalry pursuit.

BRITISH BONDS.

LONDON, June 18th.

The City gave a splendid send-off to the new "Victory Loan" today, when Mr. Bonar Law and Mr. Austen Chamberlain addressed a large and enthusiastic meeting at the Guildhall, the Lord Mayor presiding.

The Premier, in a message from Paris, urged that victory must not be left to rust on the battlefield. It must be enthroned in a new settlement of the world. "No country played a prouder part in the war than Britain. Let us see that we do not fall through lack of steadfast purpose, to complete the noblest structure in our country's history."

Mr. Chamberlain said only a small part of the new loan was required for paying the cost of the war, as it was hoped to balance this year's expenditure. He dealt with the criticism that the terms of the new loan were too generous, and said it was well worth while to give rather better terms, in order to secure a real good result to relieve us of the great incubus of a floating debt. The United Kingdom now stood in a position of unrivalled credit and financial stability amongst all the Allies. (Obeco.)

Mr. Bonar Law emphasised the need for money, now not "so evident, but equally great."

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

A LONG LIST.

PARIS, June 18th.

The Allies have promised the Germans to deliver, within one month, a list of persons they intend to try for crimes committed during the war.

WHILE YOU WAIT.

ODDS AND ENDS ABOUT ENEMIES.

PARIS, June 18th.

The German delegates including Count Brockdorff von Rantau have left Noisy-le-Grand. Nothing extraordinary took place.

PARIS, June 18th.

The Germans have been granted two additional days to reply "Yes" or "No" to the amended terms, namely, by 7 p.m. on June 20th.

Immediately Count von Rantau receives the Allies' reply the Delegation will proceed to Weimar. The journey will occupy 24 hours, and a translation will be made en route.

It will be telegraphed to Berlin from Weimar, and published in the newspapers immediately. The Cabinet deliberations on the Allies' reply are likely to last two days. Therefore, no answer will be laid before a plenary sitting of the National Assembly before June 20th.

PARIS, June 18th.

It is anticipated the Germans will ask for an extension of the five-day time-limit, on the ground that only one revised copy of the Treaty in English and French has been furnished.

VERSAILLES, June 18th.

The ceremony of presenting the Allies' reply to the Germans took place at the Hotel Esplanade at 8.30 this evening. It was a very simple one. The Secretary of the Conference, M. Dutasta, handing over four documents, requested acknowledgment of the day and time of receipt, as the time-limit would be reckoned from the moment of delivery.

Herr Simons signed the receipt "about seven o'clock." Then, on behalf of Count von Rantau, he protested against the shortness of the period.

As regards extension of the time-limit, it is pointed out that five days had been originally fixed because the Germans themselves considered that time sufficient.

The German delegates and their staffs were, subsequently, conveyed in 22 automobiles to the station, leaving for Germany at 8 in the evening.

PARIS, June 18th.

The German delegates leaving to-night will be handed 200 revised copies of the Allies' reply. The delegates appear to be extremely divided as to whether Germany ought to sign. French circles are of opinion that they will sign if the Allies unanimously insist. The Americans are confident the Germans will sign the Treaty.

BERLIN, June 18th.

Germany states that there are signs of the Spartacists shortly attempting a fresh coup d'etat. They are particularly active in the industrial regions. It is reported that the Government is taking counter-measures.

COPIENHAGEN, June 18th.

The Socialist Congress at Weimar rejected the proposal of a Soviet Constitution and favoured the system of Councils and an Imperial Constitution.

It passed a resolution against the payment of pensions to the royal families.

THE ESTHONIAN PRESS BUREAU states: A message from Weimar says that Germany has ordered the cessation of hostilities against the Esthonians.

COPIENHAGEN, June 18th.

The Austrian counter-proposals were presented this afternoon. They ran into a pamphlet of thirty pages.

A telegram from Vienna states that the Communists yesterday attempted a coup d'etat.

A huge crowd tried to storm the prison and release the political prisoners, but died in panic when the Government troops and Police attacked them.

There were many casualties.

COPIENHAGEN, June 17th.

A message from Vienna states that 11 were killed and 70 injured in the disturbances mentioned yesterday.

THE TURKISH FLEA.

GERMANS MADE THEM FIGHT.

PARIS, June 17th.

The Allied Ministers received the Turkish delegation, which submitted a Note.

LONDON, June 17th.

In amplification of the Turkish case, the Note stated that the Turkish sovereigns and people were not responsible for Turkey entering the war, which was begun by a German warship, commanded by a German admiral. The Committee of Union and Progress, with the Germans, was responsible for the continuation of the war.

The Turks did not break off the war through fear that the Russians might get Constantinople. Moreover, Turkey was now ruined, Asia Minor being reduced to a desert. She protests against the ceding of Smyrna to Greece.

PARIS, June 17th.

The Council of Ten received the Turkish delegation at the Quai d'Orsay. The delegation, motored from Vaucluse, accompanied by French officers. The purpose of the meeting was to hear the statement of the Turkish situation. The Turks attended purely in the capacity of experts. Basmal Ferid Pasha said the Turks were not to be blamed for the war, as Committees secretly agreed upon war in support of the Kaiser against the wish of the Turkish people. Turkey was now anxious to remain intact, and to continue the Ottoman Empire in Europe and Asia, as before the war. There was an informal affair when the Turks withdrew from the Conference room: refreshments being provided them in the ante-chamber.

(Continued on Page 8.)

BUSINESS NOTICES

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TAILOR, HABITMAKER
AND
OUTFITTER.

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HONGKONG.

THE HONGKONG SCHOOL OF MOTORING.

Applications are now being accepted.

The School has accommodation for 200 pupils.

Courses for Mechanics and driving.

Special facilities will be offered to persons desirous of becoming Chauffeurs and not having the means pay for their course.

Works and school, Shaubikwan.

Office, 4 Queen's Road Central.

"SAINT SWITHIN" WATERPROOF RAINCOATS

OF BEST BRITISH MANUFACTURE.

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Hotel Mansions.

"MOSQUITOL"

The Mosquito's Pet Aversion.
In Sprinkler Bottles 50 cts. 80 cts. & \$1.75

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TEL. 345.

22, Queen's Road Central.

TEL. 345.

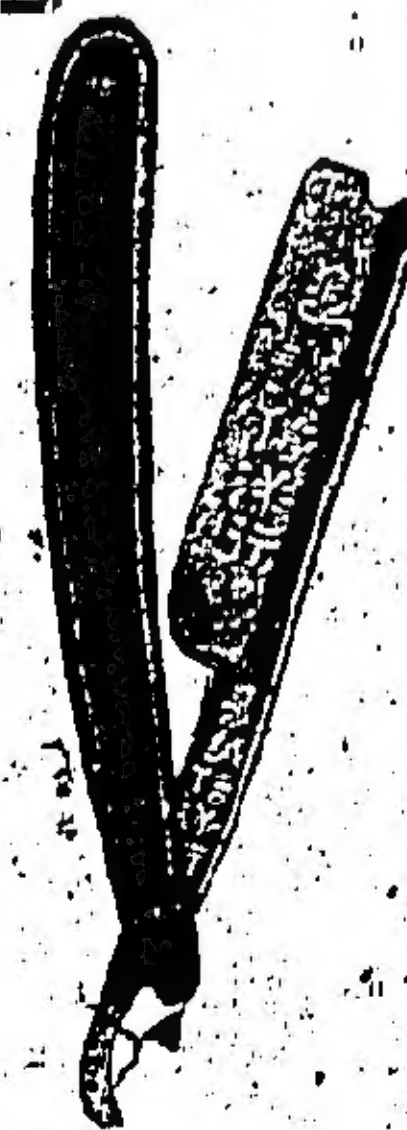
DIAMONDS,
JEWELLERY,
SILVERWARE,
CUT GLASS.
QUALITY-VARIETY-PERFECTION.

J. ULLMANN & CO.,

QUEEN'S ROAD CENTRAL.

(CORNER FLOWER STREET).

NOT a CLOSE SHAVE,
BUT a CLEAN and
COMFORTABLE SHAVE.



Here is a RAZOR that
combines satisfactory service
with genuine merit. s s
A High grade steel product.

THE SINCERE CO., LTD.

G. P. LAMMERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.

Public Auctions.

MR. GEO. P. LAMMERT has received
instructions to sell by
PUBLIC AUCTION

THURSDAY,

the 26th day of June, 1919, at
9 o'clock in the afternoon,
at his Sales Rooms, Duddell Street,
Victoria, Hong Kong.THE VERY VALUABLE LEASE
HOLD PROPERTYknown as and being No. 93, Connaught
Road West, situate on and comprising
the whole of Marine Lot No. 403 in
Victoria in the Colony of Hong Kong
and containing an area of about 1,334
square feet

IN ONE LOT.

For further particulars and condi-
tions of sale apply toMessrs. DEACON LOOKER,
DEACON & HARSTON,
1, Des Vaux Road Central,
VENDORS' SOLICITORS,

or to

MR. GEO. P. LAMMERT,
The Auctioneer.
Hongkong, June 16, 1919.THE Undersigned has received in-
structions to sell by Public Auction,

ON

THURSDAY, June 26, 1919,

commencing at 11 a.m.

at the premises lately occupied by
the Victoria Dispensary No. 32, Queen's
Road Central.

A Quantity of Shop Fittings

Also

1 Iron Safe & Stand,
1 Electric table fans.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, June 24, 1919.

on

SATURDAY, June 28, 1919,

commencing at 11 a.m.

at No. 23 Cameron Villas, Kowloon,

A Large Quantity of Valuable
Household Furniture.

(Full Particulars from Catalogue).

On view from Friday, the 27th
inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, June 23, 1919.

on

MONDAY June 30, 1919,

commencing at 11 a.m.

at No. 2 Austin Avenue, Kowloon,

A Quantity of
Valuable Household Furniture.

(Full Particulars from Catalogue).

On view from Sunday, the 29th inst.

Terms:—Cash on delivery.

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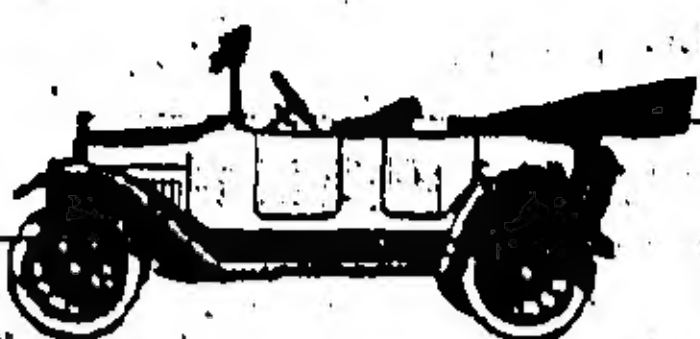
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Hongkong, June 23, 1919.

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Sole distributors of
MAXWELL CARS.Automobiles for Hire
and for Sale
at reasonable Prices.Phone 2500.
65 Des Vaux Road
Central.The Natural Milk Food for Infants,
Invalids and Nursing Mothers.
We have just received a large consignment

粉奶牛洲澳

SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
No. 47 & 49, Connaught Road Central, Hongkong.
Telephone Nos. 1250 & 1251.

CHEESE! CHEESE!

We offer for sale

AMERICAN CHEESE.

POTTED

FRENCH

COULOMMIER

Cheese is rich in protein and butter
fat hence an important and valuable
food.THE DAIRY FARM ICE & COLD
STORAGE CO., LTD.

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A Quantity of
Valuable Household Furniture.

(Full Particulars from Catalogue).

On view from Sunday, the 29th inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, June 23, 1919.

on

MONDAY June 30, 1919,

commencing at 11 a.m.

at No. 2 Austin Avenue, Kowloon,

A Quantity of
Valuable Household Furniture.

(Full Particulars from Catalogue).

On view from Sunday, the 29th inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, June 23, 19

Hughes & Hough
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 General Auctioneers
 Share, Coal and General
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PUBLIC AUCTIONS

G. R.
PUBLIC AUCTION.

THE Undersigned have received instructions from H.M.'s NAVAL STORE OFFICE, to sell by Public Auction, ON

WEDNESDAY,
 June 25, 1919, at 10.30 a.m. at
 H.M. Naval Yard, Hongkong.

Submarines C38, C37 and C38.
PARTICULARS: (for each vessel)
 Length between perpendiculars
 142 ft. 2 1/2 in.
 Extreme breadth ... 13 ft. 7 in.
 Displacement ... 250 tons.
 Approximate Weight.

Steel Hull ... 128 Tons.
 Lead Ballast ... 7 1/2 " "
 Concrete Ballast ... 70 " "
 Metal Fittings (Valves, &c.) 11 cwt.
 Three-bladed solid Mangrove
 Bronze Propeller and Steel
 Tail Shaft ... 1 No.

Also
 Two large Floating Fenders and a
 number of Oak L.B. Casks.
 Terms and Conditions of Sale may be
 had on application to the Auctioneers.
HUGHES & HOUGH,
 By Appointment Auctioneers to the
 Admiralty.
 Hongkong, June 16, 1919.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), ON

FRIDAY,
 June 27, 1919, at 2.30 p.m.,
 at their Sales Rooms, No. 3,
 Des Vaux Road, Corner of
 Ice House Street,
Household Furniture,
Sundry Goods, &c., &c.
 (Removed to Sales Rooms for
 Convenience of sale).

Terms:—Cash.
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, June 23, 1919.

ON

WEDNESDAY,
 July 2, 1919, at 2.30 p.m.,
 at No. 44A, Nathan Road, Kowloon,
 above "The Kowloon Dispensary"

THE WHOLE OF THE
Sundry Household Furniture,
 &c., &c., &c.
 contained therein.

Consisting of:—
 Massive carved blackwood centre
 table, jardiniere, stools and cabinet,
 Chesterfield sofa and chairs, pictures
 and engravings, glassware and crockery,
 dinner service "blue and gold", 4-fold
 Japanese screen.
 Teakwood dining table and chairs,
 China cabinets, sideboard and dinner
 wagon, Axminster carpets and rugs,
 (and a number of lots of good Chinese
 Porcelain), Bedroom suite of fumed
 teakwood comprising—double wardrobe
 "bevelled mirror"—chest-of-drawers,
 dressing table and washstand, and a
 large double teakwood bed with two
 mattresses, cooking utensils,
 &c., &c., &c.

Also
 Aviary, dog kennel, gramophone and
 records, Haiphong rickshaw "cushion
 tyres" all electric fittings and shades,
 a number of pots of plants,
 &c., &c., &c.

And
 A Piano by Challen & Sons "in
 splendid condition".
 On view from Tuesday the 1st July
 at noon.
 Catalogues will be issued.
 Terms:—Cash.
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, June 23, 1919.

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BOOTS AND SHOES
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INTIMATIONS.

THE
**INDUSTRIAL AND COMMERCIAL
 BANK, LTD.**

IN view of a resolution adopted by
 the Board of Directors at a Meeting
 held 21st June, 1919, the Bank is in
 the charge of the Manager, Mr. J.
 USANG L.Y. The resolution reads:—
 "It was resolved that in order to
 carry out the new policy of the
 Board to assume more active control,
 the President be requested to refrain
 from exercising his usual powers of
 active administration of the Bank
 pending the revision of the Articles of
 Association by an Extraordinary and
 Special Meetings of the Shareholders
 the date for which Meetings are to be
 decided later."

By Order of the Board,
J. N. CHOY,
 Secretary.

June 23, 1919.

VICTORIA DISPENSARY.

NOTICE.

THE Business hitherto conducted by
 the above Pharmacy at 32, Queen's
 Road, Central, has been transferred to
 A. S. WATSON & CO., LTD., the
 Hongkong Dispensary, who have taken
 over the Stocks, Proprietary Medicines
 and Prescription Books.
 Customers requiring prescriptions
 repeated will be able to get them
 dispensed at the Hongkong Dispensary.
F. W. STAPLETON,
 Manager.
 Hongkong, June 16, 1919.

WISEMAN'S
 delicious
ICE CREAMS
 in various Flavours
 can be sent out ready
 for serving
 for
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 or
DINNER PARTIES.
 From \$2.00 per quart.
D. M. GOODALL,
 Manager.
 Phone 407.

G. R.
NOTICE.

ALL PERSONS with the exception
 of those of Chinese race desiring to
 leave the Colony should apply in
 person between the hours of 9 a.m. to
 1 p.m. and 2 p.m. to 4 p.m. daily at the
 PASS OFFICE, Post Office Building.
 Applicants will be required to produce
 Passports or identification papers. All
 persons, with certain exceptions who
 remain in the Colony for more than
 7 days are required to Register them-
 selves under the REGISTRATION of
 PERSONS ORDINANCE 1918. Forms
 of Registration giving the particulars
 required may be obtained at the G.E.O.
 and at all Police Stations.
 The Penalty for non compliance is a
 fine not exceeding \$50.

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 Thorough shop training in
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 Light and Airy, Electric Light &
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TO LET—A FLAT in Nathan Road,
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 Furnished for 12 months. No. 87 The
 Peak (No. 1 Stewart Terrace) contain-
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 room, Drawing room, Sitting room and
 usual offices and servants' quarters, also
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 Apply to:—**HUMPHREYS ESTATE & FINANCE**
CO., LTD.
 Alexandra Buildings,
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A. S. WATSON & CO., LIMITED.

NOTICE.

ON and after 1st JULY NEXT, the hours of business will
 be as follows:—
GENERAL STORE : 8.30 a.m. to 6 p.m.
WINE DEPARTMENT : Saturdays 8.30 a.m. to 1 p.m.
and WAREHOUSE :
DISPENSING : 8.30 a.m. to 8 p.m.
DEPARTMENT : (including Saturdays).
 Sundays 10 a.m. to 1 p.m.
 6 p.m. to 7.30 p.m.

Such Public Holidays as are observed by us, same hours as
 on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LIMITED.
 Hongkong, June 5, 1919.

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
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 the best reputed Cigar Factory

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 15, Wyndham Street, Hongkong.

**BOLSHEVISM IS
 HETERODOXY.**

The *Japan Chronicle* says: The
 Canadian Labourites do not yet seem
 to understand that "Bolshevik" is
 not a word expressing any political
 or social beliefs, but is, now that the
 Germans are no longer in the field,
 merely the equivalent for "Hun,"
 and means any person who has the
 insolence and the moral turpitude to
 oppose the speaker. The Canadian
 Labourites who have protested against
 the detraction of the Bolsheviki by
 school teachers in the course of their
 instruction of the young evidently
 have in mind certain Russian re-
 formers, with radical views on the
 rights of the common people and the
 dangers of capitalism, passionately
 desirous of a happier world and
 foolishly optimistic about it, subject,
 indeed, to the grave inconsistency of
 using coercion and suppression when
 there seems no other way, like their
 opponents, and allowing apparent
 necessity to carry them to the lengths
 of killing their opponents in order
 to protect themselves, but keeping
 in view all the time a glorious
 ideal of freedom, peace, education,
 opportunity, and progress.
 Bolshevism in these days is the
 equivalent of Jacobin a hundred
 years ago. How far wrong the Cana-
 dian Labourites are in this concep-
 tion of Bolshevism is shown by the
 attitude of the German military men
 when it was proposed that, rather
 than submit to the terms offered by
 the Allies, the country should be
 Bolshevised. The old guard objected
 vehemently. The Allies might put
 upon them the most crushing
 burdens, but they would still have
 some hope of remaining a nation
 with a military future. If the country
 were given over to Bolshevism
 nothing but ruin was ahead. Just as
 the gravest fears have been expressed
 in the Allied countries of the Bolshe-
 visation of Germany, so too it is
 possible that the German Staff fear
 that if Germany breaks away, there
 may be revolutionary outbreaks in
 the Allied countries, and if they were
 Bolshevised too the case would be
 hopeless. Whether it is the economic
 inefficiency of Bolshevism or its
 political effects that are most feared
 is a point which has not yet been
 determined.

**THINKS THEY SAVED
 HER BABY'S LIFE.**

Canadian mothers have known and
 trusted Baby's Own Tablets for years.
 Here is one such mother's experience:—
 "I think I can thank Baby's Own
 Tablets for my baby's life. He was badly
 constipated, but after giving him the
 Tablets he relieved him almost at once.
 I also find them good when he is at all
 restless and I feel that I cannot say too
 much in their favour" writes Mrs. John
 N. Pringle, Forest Falls, Ontario.
 To mothers everywhere Baby's Own
 Tablets, the Canadian children's remedy
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 the bowels, make teething easy, are a
 specific for colic, diarrhoea, indigestion,
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 opiates, are guaranteed absolutely harm-
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BATHING SUITS
IN PRETTY COLOURS
FOR LADIES
Sizes 36 to 48.

FOR
BOYS & GIRLS
IN
all Sizes.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, JUNE 24, 1919.

NEWSPAPERS.

The *North China Daily News*, under the amazing headline "Every body Pleased," suggests that a tax on newspapers would be a tax about which nobody would grumble. It says "the suggestion that a tax of one farthing be imposed on every newspaper, magazine, and trade journal sold, which was referred to in the course of the Budget debate might be such a tax."

It doesn't say how a suggestion could be a tax, by the way. At first we supposed our contemporary must be ignorant of the history of the Press, and particularly of its development after the abolition of what was generally called the "tax on knowledge." But the admission that "at first sight the suggestion seems a retrograde one" shows that the *Shanghai paper* makes this dispiriting proposal with some knowledge of what it is doing. Here are its arguments.

A tax of a farthing per copy on every newspaper, magazine, or periodical would bring in an enormous sum of money without imposing any additional burden on the people. It would be easily and inexpensively collected. It would prevent any "enterprising" owner again reducing the price of the London newspaper to the ridiculous figure of one halfpenny, a condition desired neither by publisher, newsagent, nor public. The publishers have admitted that increased charges have not caused a diminution of sales, as the published figures prove. The newsagents have declared they cannot handle the halfpenny paper except at a loss, and that the public have by their continued support shown that they are satisfied to pay a reasonable price for their news sheets. The newspaper publishers will gain a farthing per copy over pre-war price to compensate them for increased cost of production, the newsagents will be spared the problem of again handling the halfpenny paper, and the public, who are already paying the tax, will be no worse off.

The objection is that no one can tell where it would stop. A small tax is always a standing temptation to an embarrassed Chancellor of the Exchequer. He thinks a small increase won't matter, and so by little and by little the thing grows. In 1786 the tax of 1712 was increased. In 1789 the three halfpence became pence. In 1798 another halfpenny went on, and in 1804 a penny

was added. By 1815 the tax was fourpence. Between 1831 and 1835 journalistic Bolshevism was rife at Home. The total abolition of the tax in 1855 led to an amazing change. Our contemporary should change its heading to "Everybody Displeased," if it wants to fit that suggestion correctly.

The proper change to make (when the time comes) is to nationalize the newspapers, allowing one to so many thousands of population, and having the editors and principal writers elected by municipal suffrage for fixed terms. Cost of production to come out of the rates, the paper to have no trade advertisements, and to be distributed free. That would be a sensible change to make. But while there are undoubtedly far too many newspapers, and too many of them written by incompetent and unscrupulous persons, and while they do a great deal of mischief, while agreeing to all that, we cannot be pleased with any proposal to revive the "tax on knowledge." As Sir Charles Metcalfe did in 1830, we believe the benefits of a free Press to outweigh its mischiefs, the more so as we do our bit towards discounting the latter by pointing them out with an unholly joy on all occasions.

GEOGRAPHY.

A letter addressed to a member of the *China Mail* staff has been safely delivered, although the *China Mail* who sent it addressed it

c/o Shanghai Daily Mail

Hongkong

Federated Malay States.

This reminds him of another letter from Russia, the envelope of which he still treasures as a proof of his greatness. It was addressed simply to

Mr. Asia

and reached him all right. Recently an embarkation official in England asked a passenger to what nation the Federated Malay States belonged. Lots of educated people at Home ask where "Malay" is, and most of them seem to think you can throw a stone from Yokohama into Hongkong. The *Strait Times* mentions that an officer being repatriated to the Philippines landed in Singapore the happy possessor of a document which entitled him to first class rail accommodation to Manila, and if the journey is made at night he is to have an underneath sleeping berth. After which it is quite easy to excuse the London railway porter who, handling a trunk labelled "Penang," cried to his mate, "Another burglar from China, Bill." Yet maps are the most interesting reading that come off the press.

CUCKOO.

A newspaper paragraph has caught our eye. It was evidently inspired by a musician, for it says that the first note of the cuckoo's call is E flat, and the second C natural. The key is C minor. Sometimes the opening note rises to E natural, in the major key. How terrible is expert knowledge! Do botanists enjoy flowers, cooks food, or doctors female beauty? One supposes that this musician must have missed something of the message of the cuckoo, while he was straining his ears to get the exact place in the scale.

At sight of the mere word cuckoo, pictures flashed before us. Many pictures. One in particular. High on a hill in the Duchy of Normandy stands a *chalet* called *Belle Roches*, with a turret. In the valley below meanders a mill stream, in which the blue brooklime flourishes. The opposite slope rises from masses of garbled apple trees in bloom to terraces of potatoes, and thence to a skyline that has "fir trees dark and high" silhouetted against the sunset. The turret window is open. The air is still. Softly from ridge to ridge comes the call of the cuckoo, and the bird himself is actually visible on a bare limb of one of the fir. E flat in C minor? Nothing so trivial. To the lonely watcher in the turret he sounds a paean of both love and adventure, the two things that move a man. Is he not a traveller from overseas, bringing romance and summer? Here in this turret room all the winter the watcher had sat busy with m.s.s. Are manuscripts things with which a man should afflict his soul? Decidedly not, shouted the cuckoo. Within a very few hours of the bird's challenge, the m.s.s. were put away, the bags were packed, the steamer ticket purchased, and the cuckoo took before him. Ah! the jolly, jolly world, and the brave cuckoos thereof. C minor? C fiddsticks! The note of the cuckoo is every def and the rest of the alphabet. It is the jolly trumpet that sounds the departure of *le diligeant* (*chanson des soldats, vous savez*) *four tous pays*. Yes. That is what it is. It is the salute to Elsewhere, which is for ever the most attractive place in all the world.

QUO VADIS?

Someone has sent us, anonymously, a card bearing these words: I expect to pass through this world but once. Therefore, if there be any kindness I can show, or any good thing I can do to any fellow human-being, let me do it now: for I shall not pass this way again.

OMAR KHAYAM.
They are not the words of "Omar Khayam," nor even of Fitzgerald, but they are a splendid motto for good men. Years and years ago (*when fugates and the lubanur anni* stuff) we knew a real nice man who had them printed on his notepaper. That was Doc Bedloe, U.S. Consul at Hankow. He must, we fear, have long since done his passing.

If the sender of the motto, (who has thus revived a tender memory) cares to make himself known to us, we will be glad to try to cheer him on his happy passage. We will also be glad to find out why he attributes the words to the Persian pessimist.

THE WORD "ONLY."

Punch had a revised version of an old joke when it printed this story of reconstruction work in France:

British visitor (using pidgin English to suppress laborer): John Chinaman like mucker dessee allee samee English soldier.

Chinaman: "Well, sir, I don't concern myself much about uniform. Actually I'm a journalist and only came here for the experience."

The claim to be a journalist was one of those things that go without saying. Only a journalist would so misplace the word "only." It did not qualify his coming, but his reason for coming. It should have appeared between "here" and "for" or after "experience."

JUROR'S GRIEVANCES.

We don't know whether to apologise or stand pat. Confound the whole human race! Is it impossible to get facts to comment on? One juror telephones that our first note under this heading was absolutely right and timely, and that it had a good effect. He says the jury were called for 10.30 yesterday and that the case started promptly, and that the unwanted ones were as promptly released. Therefore our note yesterday was incorrect and unjust.

On the other hand our original informant sticks to it that they were called for ten, not ten thirty. Neither of 'em has produced a summons for us to look at, so we don't know. Let's call it a wash-out.

ALL MEN ARE LIARS.

The first number of the second volume of the *Ellis Kadourie College Magazine* has come from Honam, Canton, for review. We like school Magazines. We love schoolboy writings. It is always interesting to watch the unfolding of the mind, to see the thinking machine started. But this magazine does not seem to have any schoolboy stuff.

Is Frederic Coleman a schoolboy? His is the opening article, a robust, unscrupulous attack on the German character. In terms he tells us that all Germans are liars. This information may be good for us, especially for those who haven't heard it before.

He says the commercial reputation of nations is based, invariably, on the experience of the world of business with the commercial element of that particular nation. Delete the word "invariably" and the statement is approximately true. The Japanese commercial element was never so black as it has been painted. George Robison did business in Japan for 40 years as a merchant and wrote to the *Times* six or seven years ago to say so. Sometimes the reputation of a nation depends on whether we are war with it or not. The Boers, for example. In the year 1909, when we are allied with the Germans in the next holy war, even their reputation will have undergone a sea change.

There isn't a nation known to us whose history does not show a broken pledge.

Mr. Coleman says "A lie is a lie, wherever we find it." Literally this is true, but the spirit of it, that the immorality of a lie is the same in all circumstances and places, is not. Society would explode into fragments if it managed for only a day or two to exclude every remark that wasn't strictly the stark truth.

Mr. Coleman says that Germany deliberately lied. There is evidence in support of his statement, and we could not contradict it if we wished to. But Germany's worst offence was her deliberate devotion to what she believed to be the truth. Germany said: I am superior. I am strongest. What I want I'll take, and whatever I do will be right: because it is I who do it. I do not lie and say I will observe a treaty I have made, meaning not to. No. I leave lying to the weaklings, and boldly say, It is a scrap of paper. It is nothing.

The truth-teller is more dangerous than the liar. The liar is a barking dog, who may or may not bite. The truth-teller of the arrogant Nietzschean sort is the mad dog, who should be exterminated.

The college "notes" (evidently written by a master) say that the boys tell lies. Examples are given. If the boy be father of the man, and if these Chinese boys are liars, what is to become of the reputation of the Chinese merchant, that his word is as good as his bond? The false excuses of school boys are a different sort of lie. The teacher is the natural enemy of boyhood, and must be circumvented. There may be lies in some schools, but we shall require proof.

2 SIR JOHN ANDERSONS.

It seems there were two Sir John Andersons, and the *China Mail*, not being omniscient and infallible, was guilty yesterday of what for want of a better word may be called a "howler." It seems that the Sir John Anderson we thought we were quoting, and who was Governor of Malaya, died in Ceylon when the *China Mail* writer was on a long sea voyage. He was Permanent Under Secretary of State for the Colonies after leaving Malaya, and it was this which made the terms of the speech quoted remarkable. Sir John was appointed Governor of Ceylon, died there, and was buried in Colombo. He was a humorous, lovable Scotsman, and no one who ever met him would want to speak disrespectfully of him.

The man who made the speech (see "M.P. for Hongkong") used to be head of a Singapore firm called Guthrie and Co. He is now the London head of that firm, and is Chairman of the Rubber Growers' Association. We at present resent his existence, but hope to forgive him when time has softened the blow. To the 2,173 readers (more or less) who have written or phoned to point out the blunder, we tender our thanks.

THE CHILDREN'S DAY AT THE CIRCUS.

"IT'S THURSDAY, DADDY."

Bostock's Royal Italian Circus whose popularity is evinced by "full houses" since the opening night, is catering for the children of Hongkong on Thursday, when a special machine performance will be given. The programme promised is the "pick of the basket," and parents are advised to avail themselves of the opportunity to give their little ones a royal time.

LOCAL AND GENERAL.

Today's dollar is worth 3s. 6 3/16d.

Mr. C. J. Lefrancis is a passenger per "Kitano Maru" for Hongkong.

H.M.S. "Tarantula" returned to Harbour from Wuchow this morning.

The hotels and clubs are quiet. There was no Speechmaking at the Hongkong Club at tiffin time.

The Authorized Codes may now be used for Telegrams to Java and other islands of Dutch East Indies.

The "Katsura Maru" arrived from Zamboanga this morning with 1,885 tons of sugar for Hongkong.

Mr. J. Brooks, one of the Hongkong men from Kikee, returned to the Colony yesterday on the "Dunera."

It seems as if the spontaneous enthusiasm noticeable on Armistice night will not be seen again on an occasion that is anticipated.

The "Kitano Maru" from Middlesbrough (England) May 10, arrived yesterday with 150 cabin passengers and 7,268 tons of cargo for Hongkong.

The total output of the Kailan Mining Administration's mines for the week ending 7th June, amounted to 52,125 tons and the sales during the period, to 87,301 tons.

Last week there were 27 cases of plague, one of enteric, one of puerperal, and one of c.s. fever. In the last 48 hours we had three cases of plague and two of c.s. fever.

The "Sundown," "Jemmi Maru," "Hongwan I," "Kitano Maru," "Agammon," "Shisen Maru," "Katsura Maru," "Singaporean," "Dunera," "Prosper" and "Priam" are late shipping arrivals.

The Holt Line s.s. "Priam" (Capt. A. Ogden) arrived from Birkenhead this morning at 6 a.m. The "Priam" brought 800 tons of cargo for Hongkong, and 4,300 tons for Northern ports. She brought a Home mail.

The Hongkong Tramway Company's traffic receipts for the week were \$15,351 or \$2,657 more than in the same week last year. The aggregate for the 25 weeks was \$357,604 or \$25,491, more than in the corresponding period of 1918.

The P. and O. s.s. "Dunera" arrived from Bombay via Singapore at 7 p.m. yesterday. There were a number of European passengers on board, 4,200 tons of general cargo for Northern and Japan ports and 160 tons for Hongkong is her cargo.

The C. S. P. and Fire Brigade Superintendent paid a visit last evening to the new fire engines landed in the Naval Yard. This morning a party from the Fire Station are busy in the Dock Yard assembling the engines for removal to the Fire Station.

The Admiralty transport, "Prosper" (Captain H. P. Longland) arrived yesterday, afternoon from Basra (Mesopotamia). The "Prosper" brought four officers and 356 Chinese Labour Corps Coolies. Her cargo is 900 tons of cotton twist. Three coolies died en route.

We are sorry to hear that Sergt. Cayll of the Hongkong Police is to go to Saigon for the Pasteur treatment. He leaves by the "Derwent" this afternoon. Sergt. Cayll was concerned with the sporting dogs that were the cause of Sergt. Kerr proceeding to Saigon for the same treatment.

PORTUGUESE V. FRENCH-MAN.

A SPAT ABOUT SPIT.

Jose Maria Xavier a Portuguese was summoned before Mr. R. O. Hutchison this morning with disorderly conduct, by Mons. G. Mousson of No. 15, Morrison Hill Road. Complainant: This happened on Friday last. Defendant is my neighbour, and has a bad custom of spitting continuously. He spit in my face (meaning "before my very eyes") He is a spitting maniac. I told him if you are sick, you must use a spittoon.

Defendant (to witness). Do you remember the Sykora and Sklarov Concert, and how you were ejected from the Theatre Royal for bad behaviour?

Mons. Mousson: You make a very big mistake. I have always behaved myself well in the theatre. I think this man (defendant) is trying to make something wrong for me.

Complainant on descending from the box informed the Magistrate that defendant had also spat in court (laughter).

Defendant: I must be mad if I had spat in his face. He had been bothering me many times. He is also a maniac, and had called me a madman.

Both parties were bound over in bonds of \$50 for three months.

DOWN UNDER.

STRANGE ADVENTURES OF MR. MAULDIWARP.

BY F. ST. MARS.

Two peewits were bowing to one another like courtiers—black and white doublets, breeched elves on an austere field of dull green, with a background of marshalled trees behind in field grey. One of them ran to the top of a mound of earth and stood erect there.

Nobody seemed to know who had made that mound of earth, or what was in it (if anything), or why. As a matter of fact, a roughly circular chamber rose in the centre of it. A nest of grass was in the chamber. Other tunnels ran all around, but not into it. The builder miner of the edifice had used them, evidently simply to carry earth up to make the mound above. There was nothing else.

Then, one after the other, the two peewits rose and flew—winking black and white against the dull trees—away. And the lean little wedge head of a mole run near where they had been, and watched them go.

MR. MAULDIWARP.
Baulded of his bird prey, the weasel presently turned back into the mole-run, and followed it, almost as aimlessly as its maker seemed to have bored it. Wherefore, I fancy, the weasel was considerably surprised when he blundered through the black and stuffy darkness into the nest chamber aforesaid.

As the weasel went in at one end, there was a movement in the nest, or bundle rather, for the nest had no entrance, and the owner, Mr. Mauldiwarp, the mole, went out at the other end.

Now it has been written, that the weasel never relinquishes a trail, but that weasel had to, for Mr. Mauldiwarp, working wonderfully with his trowel-like forepaws, sank a fresh tunnel as he fled, and that so quickly, and into such marshy ground, that the weasel had job enough to get out of it in a hurry, before the place filled with water. Mr. Mauldiwarp, you may guess, drove his shaft sharply up again with sufficient speed on the far side. Perhaps he laughed, if moles can laugh, to himself in the dark.

DIVING FOR FOOD.

The weasel went away—to murder field mice—and half-an-hour afterwards Mr. Mauldiwarp came back to his nest again. But he was restless. The little red incarnation of death had awoken him from his winter semi-sleep, and he had forgotten where he had buried his last store of worms, or if he had buried any at all.

Mauldiwarp found himself hungry, therefore, and although he went into his nest the simple process of charging in and pulling the ends in after him, he found he could not stay there but came out again, and dived—dived, mark you—into the solid earth, like a porpoise "sounding." Here, in the dark, helped by his mobile, pig-like snout (which in turn was helped by a special hinged bone), he nosed about till he got on the track of a worm. This luckless wriggler he hunted almost to the surface through the mould, overtook, snapped by the middle, felt his way along to the end, and then chewed up thoughtfully from head to tail.

This process he repeated with several worms, always unseen, always tunnelling through the black, blind depths of the earth—himself nearly blind. But the last two worms he bit from end to end, and buried, by scraping earth over them with his big forepaws.

It was then, I think, that he discovered that he was not satisfied, that he had still an hunger—in fact, the hunger of love.

THE PATH OF LOVE.

Being a mole, and headstrong almost to insanity, to discover was to act. Mauldiwarp rushed to the surface, yet he dared not travel abroad. There were others—kestrels, buzzards, cats, weasels, and stoats—up there in the light and fresh air of day with whom he was unfriendly. Then he could not risk. Still, he was in far too furious a hurry to burrow beneath the ground, wherefore, he effected a compromise—driving a shallow trench so near the surface that the roof was lifted up in a curve. And in this fashion, and at amazing speed, he drove his way, straight, and furiously, to find a mate.

The first thing he found was the hoof of a cow breaking suddenly into his trachea d'amour, only just half an inch behind his short tail, and he turned in his madness, and screamed a shrill scream of rage, at the gigantic hoof that had nearly abolished him.

The next thing he met, after going 70 yards, was another mole, mole upon the same errand, and him he fought to the death, instantly, of course, grappling all up among the grass, and all down among the tree roots, till he had slain, and would have eaten, the latter, had he had time so to do.

The third thing he found was, 100 yards on his way, another trench, like his own, but unlike it in this: it wandered meaningless all over the place, and was not straight—the track of a female mole. And—but only the wet, brown earth, the buried grubs, and the little fat beetles saw the marriage of the moles that was celebrated then—down under.

AT LAST!

GERMANS AGREE TO SIGN UNCONDITIONALLY.

His Excellency the Officer Administering the Government has received a telegram from the Secretary of State for the Colonies dated the 23rd June as follows:—
"The Foreign Office has received an intimation to-day from Paris that the Germans have agreed to sign treaty unconditionally."

THE VICTORIA THEATRE.

"HANDS UP" AND HAROLD LLOYD.

Visitors to the Victoria this evening are assured a suitable programme. Following an introductory piece of music by the Victoria Orchestra there will be beautiful landscape scenes from the Homeland. The County of Worcester will be depicted in the well-known colour process of Pathe. Next there will be the interesting *Gazette*. Following comes the penultimate episode of "Hands Up," a serial film so many are following up. The last film is a scream and will draw many for itself alone. Harold Lloyd, such a fun-making film comedian, appears in the farcical film "She Loves Me Not." It is one of Harold Lloyd's funniest, which is saying something.

H.M.S. "FAME" COMPLIMENTED.

For their work in rescuing from the Pratas Islands, the eight Chinese forming the crew of the Standard Oil Co's launch, *Sing Si*, the officers and men of H.M.S. *Fame* have been complimented by the Commodore. It is anticipated that the officers and men of H.M.S. "Fame" will receive a present from the Standard Oil who are present slow to recognise good service on their behalf. The officers and men of the "Fame" went gladly on this job of rescue, notwithstanding it occurred during the time the "Fame" was in harbour for a spell of duty.

NO EXCITEMENT.

As news of peace spread through the city, flags were hoisted by the business houses and offices. There was no demonstration. The shops do not appear to be closing for this afternoon.

IMPROVING JERUSALEM.

JETTY TO COST £2,000,000.

A telegram from Alexandria, dated April 10, states that the British authorities in Palestine are giving serious consideration to the question of the improvement of the port of Haifa.

If the present plan is followed the jetty alone will cost more than £2,000,000. The *Palestine News* the official journal of the British occupation, publishes plans of improvements which will be introduced in Jerusalem with a view to providing the town with modern conveniences.

"THE BOMBAY CHRONICLE."

FURTHER SECURITY DEPOSITED.

Before the Chief Presidency Magistrate at Bombay on May 27, Mr. Syed Abdullah Brelvi, assistant editor, declared himself keeper of the *Bombay Chronicle* Press. He said that the former security was forfeited under orders of Government, but as the paper was now to be worked under the pre-censorship order, the amount of security need not be large. His Worship ordered the deposit of Rs. 5,000 provisionally, pending further enquiries.

NEW MILITARY OFFICERS.

Major F. J. Downen of the Army Pay Department, well-known among the Catholic community, arrived by the "Dunera" yesterday for duty in the Command Pay Office. Major Downen was serving here a few years ago.

Lieuts. Struthers, Norman, Snook and Morgan of the R.G.A. joined the local garrison from Home by the "Dunera."

MOVEMENTS OF STEAMERS.

The C.M.S.S. Co's s.s. *China* will arrive in Hongkong tomorrow, June 25 at 6 a.m.
The N.Y.K. s.s. *Kamo Maru* (European Line) left London for this port via Buez Ouelon on the 14th June, and is expected here on the 30th July.

CHINESE NEWSPAPER
FINED.

Pung Chung Hing, publisher of the *Kung Ho Po*, 130 Des Vaux Road, made his appearance before Magistrate Lambell this morning charged with publishing certain articles calculated to incite people to crime, in China. Hon. Mr. Hallifax, Secretary for Chinese Affairs, prosecuted and Mr. M. K. Lo, of Messrs. Lo and Lo, appeared for the defence.

Translations of the article were submitted as evidence against the accused. The article in question was to the effect that the Nanyang Tobacco Co. is a native concern known to have dispensed charities to the extent of over \$1,000,000. Certain deprived aristocrats in China had attempted to damage the company and send foreigners. The article said that such aristocratic traitors of the country should be exterminated, to China's advantage.

Mr. Lo said that the designer in question was the British American Tobacco Co. There was no intention on defendant's part to cause a disturbance. He had taken the offensive paragraph from a Chinese newspaper and had inserted them in his paper thinking it would be of interest to his readers.

In imposing a fine of \$150, Mr. Lambell remarked that he understood there were certain mitigating circumstances in the case and would not inflict a heavier fine.

THE CHINESE LANGUAGE.

DR. LIM BOON KENG ON ITS
COMMERCIAL IMPORTANCE.

Under the auspices of the Straits Chinese Literary Association, writes a correspondent, the Hon. Dr. Lim Boon Keng delivered a very interesting, instructive, illuminating and in some parts most profound lecture on "The Commercial Importance of the Chinese Language" on June 11, at the Drill Hall of the Anglo-Chinese School. The hall was packed with an audience numbering from 400 to 500.

The Rev. Goh Hood Keng, the chairman, introduced the lecturer and said that the lecture did not require a lengthy introduction as he was widely known in Singapore. He ranked as one of the best among public speakers and his public utterances always carried weight. In his opinion no one was better fitted or more able to speak on things Chinese than the learned doctor.

The lecturer, in his introductory remarks, said that the subject was not a very attractive one to many people, but he should think it to be an interesting one as the audience consisted chiefly of young Straits Chinese. He defined and explained the word "commerce" and pointed out that language played a very important part in commerce. He looked upon the English language as the language of commerce as English was spoken at every port of importance.

The lecturer considered Chinese as one of the easiest languages to learn although a great many people thought that it was a very difficult one. He said that the beginner would find difficulty in the tone and the different variations, but according to him these could be easily overcome. The Chinese grammar was simple. Writing was another difficulty but the new sign of writing had already been introduced. Chinese writers were noted for their terseness and this was the essence of good Chinese writing. The advantages of learning Chinese were great and many as it was spoken by over three millions of people. One with some intelligence could read and write Chinese fairly well after four years of study, and he would be able to make himself understood all over China and elsewhere. He then dealt with the attitude of the Japanese towards the Chinese and the great economic expansion which would soon come and he said that the time was near at hand when the Chinese would stay and work in China. He emphasized the fact that what the Japanese could do in China, the Chinese could do equally well. He then dealt with the causes that made the progress of China slow, and in conclusion made a strong appeal to the present to regard the study of Chinese as a very essential study from various points of view. In order to appreciate Chinese classics and ideals one ought to know and read Chinese. It was the earnest desire of the lecturer that some of the Straits Chinese would go back to China when the right time came.

In closing the meeting the chairman said that he was sure that every one present, enjoyed the lecture immensely and be for one had learned a great many things that he did not know before and that he was almost persuaded to study Chinese. A round vote of thanks was recorded to the lecturer after which the National Anthem was sung.

THE ENEMY'S SHIPS.

COMPLAINTS OF SHARE OUT.

"I am told (writes the London correspondent of the *Journal of Commerce*) that the memorandum which was sent out from Paris on the subject of the disposal of the management of enemy tonnage, which has been acquired since the conclusion of hostilities, is not at all reassuring. From that memorandum, my informant says, British shipowners are expected to seek solace in the statement that the allocation of the vessels for management has been determined according to the ability of the respective Governments to bring the vessels into speedy use, and in the case of passenger tonnage, according to relative needs. If that really sums up the views of our shipping plenipotentiaries, then we should have more tonnage allocated to us than apparently is the case. The United States Government has got the lion's share of the passenger tonnage. I suppose they require it to return their troops, but when the British have carried so many troops to Europe—the majority of them—surely they can be entrusted to carry them back, and have the vessels placed under their charge. The United States below the war had no passenger tonnage worth speaking of. The British owners had, and surely lost it in the submarine campaign. If the quality of mercy is not to be strained those owners should have the captured tonnage allotted to them."

"The United States is receiving the lion's share for management. The president of the Compagnie Generale Transatlantique is quite happy at the prospect of securing three of the best passenger steamers and a dozen of the latest type of 12,000-ton cargo carriers. Vessels are in this country being cleaned up, conditioned, and overhauled preparatory to being delivered to the British Government. Portugal gets a few ships wherewith to form the nucleus of her Merchant Marine, but no statement is made so far as Great Britain's concern, except the very vague Paris notice to which I have referred. The arrangements of management, which are temporarily being made, in no way affect the ultimate disposition of the vessels by the terms of peace. That may be comforting, but the hope is expressed that the ultimate disposition will be arranged on a basis much more considerate to the claims of British shipping than the arrangements of temporary management."

"I understand that the tonnage is to be pooled, but on what basis I have not been able to elicit. The question of pooling of effective tonnage was under consideration a year ago by representatives of Great Britain, United States, France, and Italy, but no definite headway was made owing to the conflicting claims of Great Britain and the United States, who held the tonnage, on one hand, and France and Italy, on the other, who wanted the former to yield up more tonnage than they were inclined to part with. In the intervening time an opportunity has been afforded for the question to be discussed by the Home Governments of each of the countries, and I am assured that when the question of ultimate disposition of tonnage comes up for settlement at the Peace Conference there will be no difficulty in definitely deciding how and under what conditions the tonnage is to be divided."

GERMAN LINER FOR
THE BRITISH.

A BIT OF OUR OWN BACK AT LAST.

A very fine and striking-looking German liner arrived in the *Mersey* recently. This is the "Cap Polonio," one of the latest additions to the Hamburg-South American Line. The "Cap Polonio," which is a 10,114 built vessel, is a triple-crew steamer of 19,500 gross tons. She has a length of 636ft., 72ft. 2in. beam, and a depth of 39ft. 7in. and was built at Hamburg. Besides having a big cargo-carrying capacity she has very fine and extensive passenger accommodation, occupying about two-thirds of the main deck section of the vessel. With her three large funnels the vessel has a very striking appearance, and will make a welcome addition to the mercantile fleets of the Allies.

The "Cap Polonio" was the finest and largest vessel owned by the Hamburg-South American Line, she being 605 tons larger and 46ft. longer than the "Cap Trafalgar," which was sunk by the Cunard liner "Curmania" in a naval engagement off the South American Coast in the early part of the war, both vessels being fitted out as armed merchant cruisers.

It is understood that the "Cap Polonio" has been placed under the management of the Union-Castle Line and will probably be employed in the company's South African service.

SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during this weather. He prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by All Chemists and Storekeepers.

THE ANGEL OF PEACE
GOES HOME.

(From the Spanish.)

"Ave Maria Purissima!" "Conceived without sin... Who's there?" "Open, Peter: I've come home." Peter opened the portals of glory, and started back in fright at the miserable figure which met his eyes. It preserved some remains of perennial youth and celestial beauty. But it carried an arm in a sling, it had a broken leg, several wounds disfigured its visage, and while one wing was maimed the other had lost half its feathers.

"Don't you know me, Peter?" "The voice is not unfamiliar, but your appearance, frankly I don't..." "I am the emissary sent in November last to put an end to the ferocious struggle of the human race, and I have returned to give an account of my mission."

"I understand, I understand. You are, then, the Angel of Peace?" "Just so, Peter, just."

"But you've come back in a pitiable plight! Who has put you into that condition?" "The very people who during the war were sighing for my angelic and pacific advent."

"Come in, Angel of Peace, come in and sit down. And take whatever you want to repair your damages before proceeding to give an account of your blessed business to Them Above."

"But do tell me what has happened. That arm in a sling, for example?" "That was given me by the Russian Bolsheviks—in the name of Peace."

"Yes; I got those splinters from the Germans—also in the name of Peace."

"And that map-of-the-world of clapperclaws which I see on your angelical countenance?"

"Tributes to the definite Peace bestowed upon me after their own fashion, by the Hungarians, the Poles, the Rumanians, the Bulgarians, the Turks, the Greeks the Jugo-Slavs."

"I have forgotten the others?" "Then what has come of the charge given to you by Them Above?"

"I have fulfilled it punctiliously. I have been in Paris arm in arm with President Wilson."

"And then?" "Oh, things did not go badly at first. Music, flowers, champagne, speeches, many speeches. But in settling their terms, and in the name of Peace, they gave me a smack in the eye."

"Well, they have left you one that is sound."

"Yes, to weep with!"—*Glasgow Herald.*

MERCHANT SEAMEN'S
DEPUTATION.

The London correspondent of the *Journal of Commerce* writes:

In connection with the deputation of seafarers to the Shipping Controller, already referred to, I find it was a very comprehensive affair, all branches being represented, including the two principal officers' societies. The deputation was introduced by Mr. J. Havelock Wilson, M.P. I gather that the object of the deputation was to represent to the Controller the necessity for the formation of an industrial council on the lines of the Whitley Report, for the regulation of all matters in connection with the great body of seafarers. This council, it is suggested, should be composed of shipowners' and employees' representatives, following the lines more or less of the present National Maritime Board, which, it is claimed, has worked so satisfactorily for both sides concerned. I understand Sir Joseph Maclay was sympathetically inclined towards the deputation, stating that he felt assured the shipowners would look favourably on the suggestion. From further inquiries made I am in a position to say that the Seafarers' Council is *un fait accompli*, and such a combination of all interests is not only likely to result in the particular benefit to the seafarers themselves, but also to the employers. I understand that their objects are to use every endeavour to work in absolute harmony with their employers, but there is evidently a strong determination to do away with the old system of swaying to which they allege they have been subjected up to a very recent date. I hear that another meeting of the Council is to be held during this year."

NORWEGIAN SHIPPING
ENTERPRISE.

Norwegian shipping enterprise on the Tyne continues, and an important purchase has just been effected by Messrs. Sigval Bergesen and Co., of Stavanger, who have taken over the Liverpool steamer "Montauk Point," built in 1899 on the Tyne. She is 4,822 tons gross register. The "Montauk Point" was interned in Germany, and has been repaired. She will be renamed the "Stensford." It is stated that another boat named the "Lofoten" has been, or is about to be, bought by the above firm. She has also been detained in Hamburg with a damaged stern. She is 4,959 tons gross, owned by Messrs. Warrack and Co., Leith.

KEEN COMPETITION.

LADIES AND GENTLEMEN, Please notice The Breezy Garage is giving Special quotations with the latest and newest design CARS ON HIRE for the coming season.

CHANDLER 7 passengers \$3.00 per Hour.
HOLDSUP SUPER SIX 7 " " \$4.00
OAKLAND 5 " " \$2.00

Wise patrons never go wrong once they decide to patronise us. Weekly or monthly trips can be arranged at the Office.

OUR MOTTO: Drink less patent medicine and take more motorizing.

Just landed a large stock of Goodyear and Goodrich Tyres and Tubes at lowest prices. Sizes 24 x 4 and 28 x 4. Please Ring, Write or Call.

Mr. TANG TSIUN, Proprietor and Manager.

UNUSUAL CLAIM BY WINE
IMPORTERS
AGAINST INSURANCE CO.

In the King's Bench Division, before Mr. Justice Bailhache, Mr. Gusti Sequi (trading as G. Sequi and Co., of Neptune-street, London Docks, sued the Licences and General Insurance Co., Ltd., in regard to a policy of unusual character which they said defendants agreed to take out for them. Defendants denied liability.

Mr. F. D. Mackinnon, K.C., and Mr. C. F. Lowenthal (instructed by Ward, Boyce and Co.) were for plaintiffs; Mr. D. M. Hogg, K.C., and Mr. A. Neilson (instructed by A. J. Green and Co.) were for defendants.

In this case plaintiffs, wine importers, claimed a declaration that the defendants validly contracted with the plaintiffs to insure them for £2,000 against the risk of H.M. Government, within six months from May 28, 1918, removing all restrictions limiting the quantity of wine on which duty might be paid, so that it would be sold duty paid, and to issue and deliver to the plaintiffs a policy of insurance against the risk.

Mr. Mackinnon, opening the case for the plaintiffs, stated that this was a claim on a somewhat singular contract of insurance. At the time of making the contract in question certain restrictions upon the delivery of wine from ship's side or warehouse for home consumption on the payment of duty, and on the quantity that might be so delivered, had been imposed and were subsisting under and by virtue of orders made by the Food Controller under the Defence of the Realm Regulations. The effective part of the insurance undertaken by the insurance company through Mr. Henry J. Fisher, of H.J. and M.L. Fisher, marine insurance brokers, of London Wall, was this: "To pay to Messrs. G. Sequi and Co., Neptune-street, London Docks, wine shippers, the sum of £2,000 if within six months of to-day's date the Government remove all restrictions limiting the quantity of wine on which duty may be paid so that it may be sold duty paid."

Mr. Hogg, on behalf of the defence, submitted that even if the contract were to stand and be treated as stated, there was here no loss within the meaning of the policy. The wording of the risk was an insurance for a payment of £2,000 if within six months after May 28, the Government removed all restrictions limiting the quantity of wine on which duty might be paid, so that it might be sold duty paid. A further point was, that it was not the only protection, because, if it was going to be said that it did not merely mean what he should suggest it meant—and it did not merely refer to the quantity of wine on which duty could be paid, but referred to the quantity of wine which could be got, then the importation restriction was just as much a limitation of the quantity of wine on which duty might be paid, so as to make it duty paid. In fact his clients did not know what the restrictions were, and were told the idea was to cover the removal of restrictions—to put the matter back on pre-war basis.

His Lordship—This is not the sort of insurance one ought to encourage. You have made a bet, and if you have lost you ought to pay. It is not the sort of transaction which the court ought to be called on to deal with at all.

Evidence was called for the defence. Mr. Justice Bailhache, after going into the details of the case at great length, held that no misrepresentation had been made to the defendants, and accordingly gave judgment for the plaintiffs for the sum of £2,000 and costs.

Stay of execution was granted on notice of appeal being set down within 14 days, and money paid into court in joint names.

TO-DAYS
ADVERTISEMENTS.

WANTED.

WANTED.—ELECTRICAL ENGINEER, graduated abroad with practical experience, wishes to enter engineering business. Reference—Box 1129, c/o "CHINA MAIL."

TO LET.

TO BE LET.—LARGE GODOWN No. 141, Praya East, Fronting the Harbour. Apply to E. Hing & Co. 25, Wing Woo Street, Central.

KEEN COMPETITION.

LADIES AND GENTLEMEN, Please notice The Breezy Garage is giving Special quotations with the latest and newest design CARS ON HIRE for the coming season.

CHANDLER 7 passengers \$3.00 per Hour.
HOLDSUP SUPER SIX 7 " " \$4.00
OAKLAND 5 " " \$2.00

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Mr. TANG TSIUN, Proprietor and Manager.

ALLEGED OFFICIAL DIS-
COURTESY.

Mr. N. Chankesekhar Iyer moved His Lordship on May 20, in the Madras High Court, for an order directing the Deputy Registrar of the High Court immediately to issue a cheque for Rs. 2,000 in his favour, payment of which was already ordered by the High Court.

The learned Vakil urged that he wrote to the Deputy Registrar stating that he had personally presented an application as early as the 22nd April last to Mr. Courtenay, the Registrar of the High Court, for the issue of the cheque, and that as the said application appeared to have been mislaid by the High Court office, he was compelled to make a fresh application to the Deputy Registrar, who was the officer authorised during the vacation to issue cheques. The Deputy Registrar declined to order payment, stating that he did not believe that an application was made to Mr. Courtenay as alleged.

The learned Vakil pointed out that this was an insult offered to him by the Deputy Registrar and that the members of the profession, who had at least as much regard for truth as the officers of the High Court, could not put up with such indignities at the hands of public servants.

At this stage, His Lordship, after a consultation with the Deputy Registrar, who was present in Court told the Vakil that he could assure him that no insult was intended and suggested that the matter might be dropped.

His Lordship in the end directed the immediate issue of the cheque.

GERMAN SHIPS PLACED
UNDER FRENCH FLAG.

The Hamburg-American liner "Batavia," built in Hamburg in 1899, and having a tonnage of 11,464 gross tons, recently arrived at Brest manned by a German crew and conveying a number of French prisoners. It is stated that this vessel is to be assigned to the Compagnie Generale Transatlantique.

Word comes from Cherbourg that the North German Lloyd steamer "Scharnhorst," of 8,338 gross tons, and constructed in 1904, is to be allocated to the Chargeurs Reunis. It is expected that both the "Scharnhorst" and the "Batavia" will soon be ready for active service under the French flag.

AMERICA AND FOREIGN
STOCKS.

Consistently with the United States' new policy, a pioneer company is being formed to finance foreign enterprises with American funds, says a New York message of recent date. It is to be known as the Foreign Bond and Share Corporation, with a subscribed capital of \$3,000,000. Leading banking interests here, in New York, headed by the Guaranty Trust Company, have joined hands in the corporation, and the new concern will be on the lines of the investment trust corporations which have been in vogue in Europe for many years. The corporation not only intends to back public and private enterprises abroad with its own money, but will take the stock of such foreign concerns in Europe, Central and South America, and the Far East, and sell it to all classes of investors in the United States. Leading bankers realise that not only the United States, newly found financial position but the mere problem of exchange necessitates the taking of foreign securities by the American public. If America's exports of merchandise to Europe are to continue in anything like the present volume, your securities must be taken in payment. The future of America's foreign commerce, it is declared, depends upon a broad appreciation of this factor.

TO-DAYS
ADVERTISEMENTS.

WANTED.

WANTED.—ELECTRICAL ENGINEER, graduated abroad with practical experience, wishes to enter engineering business. Reference—Box 1129, c/o "CHINA MAIL."

TO LET.

TO BE LET.—LARGE GODOWN No. 141, Praya East, Fronting the Harbour. Apply to E. Hing & Co. 25, Wing Woo Street, Central.

KEEN COMPETITION.

LADIES AND GENTLEMEN, Please notice The Breezy Garage is giving Special quotations with the latest and newest design CARS ON HIRE for the coming season.

CHANDLER 7 passengers \$3.00 per Hour.
HOLDSUP SUPER SIX 7 " " \$4.00
OAKLAND 5 " " \$2.00

Wise patrons never go wrong once they decide to patronise us. Weekly or monthly trips can be arranged at the Office.

OUR MOTTO:

Drink less patent medicine and take more motorizing.

Just landed a large stock of Goodyear and Goodrich Tyres and Tubes at lowest prices. Sizes 24 x 4 and 28 x 4. Please Ring, Write or Call.

Mr. TANG TSIUN, Proprietor and Manager.

NOTICES.

Fresh Arrivals
PER S.S. VENEZUELA.

| | |
|---------------------------------|----------------|
| Bologna Sausage, for Breakfast | 60 c. per tin. |
| Asparagus Tips, Mammoth White | 60 c. " |
| Asparagus, Giant White | 60 c. " |
| Ripe Olives, | 25 c. 40 c. " |
| Stewed Prunes, | 20 c. 25 c. " |
| Gooseberries, in No. 2 tins. | 60 c. " |
| Fruit Salad, | 35 c. " |
| Spinach, | 30 c. " |
| Caviare, | 75 c. \$1.20 " |
| Cod Fish Shred, | 30 c. " |
| Oysters, | 30 c. " |
| Tuna Fish, | 40 c. " |
| Devilled Ham, UNDERWOODS | 35 c. " |
| Vienna Style Sausage, | 25 c. " |
| Luncheon Sausage, | 25 c. " |
| Jordan Almonds, | \$1.40 per lb. |
| Almond Nuts, Paper Shell, | 50 c. " |
| Walnuts, | 50 c. " |
| Brasil Nuts, | 60 c. " |
| Macaroni, Vermicelli, Spaghetti | 25 c. per pkt. |

And heaps of other nice things too numerous to list in this small list.

Lane, Crawford & Co.

NEW
COLUMBIA
DANCE
RECORDS.

(IN STRICT TEMPO)

JUST RECEIVED.

THE ANDERSON MUSIC COY. LTD.
18, DES VORUX ROAD. TEL. 1392.

THE STANDARD OF EXCELLENCE AND RELIABILITY
HOWE SCALES.

LARGE VARIETY OF VARIOUS TYPES IN STOCK.

MUSTARD & CO.,
4, DES VORUX ROAD CENTRAL. TELEPHONE 1198.

AGENTS in FOOCHEW, AMOY, SWATOW and CANTON.
BRITISH AMERICAN TOBACCO CO.

For Constipation, Liver Disorders and
Bilious Complaints
Relieves
COOL and RHEUMATISM
and prevents
INDIGESTION.

AQUAPERIA.
BRITISH
EFFICIENT
MINERAL WATER.

BOTTLED AT
HARROGATE SPRING, ENGLAND.

FOR SALE AT THE COLONIAL DISPENSARY.
14, Queen's Road, Central. Telephone No. 1877.

BURGOYNES Pty, Ltd.

SPECIALLY SELECTED
BURGUNDY.

WINE GROWERS TO
H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.
" " " " 2 doz. Pints " \$21.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,

7, QUEEN'S ROAD, CENTRAL.

Tel. No. 132

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
MARSEILLES & LONDON
VIA STRAITS, COLOMBO AND PORT SAID.

| S.S. | Leave Hongkong about | Due Marseilles about | Due London about |
|----------|----------------------|----------------------|------------------|
| "HAGAYA" | 21st August | 13rd September | 2nd October |
| "MALTA" | 4th September | 26th October | 16th October |

FOR
BOMBAY VIA STRAITS AND COLOMBO.

| S.S. | Leave Hongkong about | Due Bombay about |
|----------|----------------------|------------------|
| "DUNERA" | 7th July | 25th July |

FOR
CALCUTTA VIA STRAITS AND BANGKOK.

| S.S. | Leave Hongkong about | Due Calcutta about |
|---------|----------------------|--------------------|
| "JAPAN" | 24th June | 18th August |

FOR
SHANGHAI AND KOBE.

| S.S. | Leave Hongkong about | Due Shanghai about |
|---------|----------------------|-----------------------|
| "JAPAN" | 24th June | 24th June at Daylight |

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to:
MACKINNON, MACKENZIE & CO., Agents.
25, Des Voeux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA)

FOR VANCOUVER AND SEATTLE.

Specs and Particulars apply to DODWELL & CO., LTD., Agents.

S.S. "EGREMONT CASTLE"

Will be despatched for NEW YORK via Panama
on 28th June.

For freight and further particulars apply to

DODWELL & CO., LIMITED,
AGENTS.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Sailings from Hongkong.

For freight and further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

| SAIYU PORTS | Leave Hongkong |
|-------------|----------------|
| BORNEO MARU | on 15th July. |
| HOKUTO MARU | on 27th July. |
| JAPAN PORTS | Leave Hongkong |
| RIKUN MARU | on 4th July. |
| BAKELI MARU | on 28th July. |
| BORNEO MARU | on 28th Aug. |
| HOKUTO MARU | on 9th Sept. |

For freight and further particulars apply to DODWELL & CO., LTD., Agents.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| LONDON & ANTWERP | Leave Hongkong |
|---|--|
| "ANDES MARU" | Monthly direct service via Singapore and Port Said. |
| "AMAZON MARU" | Thursday, 25th June. |
| "Call Marseilles" | End of July. |
| GENOA & BOMBAY | Leave Hongkong |
| "SAIGON MARU" | Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers. |
| "SAIGON MARU" | Thursday, 10th July. |
| Buenos Aires, Rio de Janeiro, Santos, Mauritius, Durban & Cape Town via Singapore. | Leave Hongkong |
| "HAWAII MARU" | Sunday, 12th July. |
| BOMBAY COLOMBO | Leave Hongkong |
| "SAIGON MARU" | Regular fortnightly service via Singapore. |
| "SAIGON MARU" | Thursday, 10th July. |
| SAIGON, BANGKOK, SINGAPORE | Leave Hongkong |
| "SHISEN MARU" | Regular monthly service. |
| "SHISEN MARU" | Saturday, 15th July. |
| SYDNEY, WELBOURNE | Leave Hongkong |
| "KOHO MARU" | Weekly service calling at Auckland, N.Z. and Adelaide. |
| "KOHO MARU" | Wednesday, 24th July. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA | Leave Hongkong |
| "Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OYERLAND PORTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway." | |
| "MEXICO MARU" | Saturday, 28th June. |
| "CHICAGO MARU" | Tuesday, 8th July. |
| SAIPHONG | Leave Hongkong |
| "DAIKU MARU" | Weekly service. |
| "DAIKU MARU" | Saturday, 28th June. |
| JAPAN PORTS—KOBE | Leave Hongkong |
| "GKELONG, TAKAO VIA SWATOW, AMOY" | |
| "These steamers have excellent accommodation for first and second class passengers and will arrive and depart from the O.S.K. Wharf, near the Harbour Office." | |
| "For TAKAO via SWATOW and AMOY." | |
| "BOHEI MARU" | Thursday, 3rd July, at 9 a.m. |
| "for HSEKLONG via SWATOW and AMOY." | |
| "KAIJI MARU" | Sunday, 24th June, at 10 a.m. |

Tel. No. 744 & 745.

Y. YASUDA, Manager,
No. 1, Queen's Building.

TO THOSE GOING AWAY

Keep in touch with local happenings
by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | AT | TO |
|------------------------------|-----------|--------------------|
| SHANGHAI | SUNDAY | June 29, at 4 p.m. |
| WEIHAIWEI, CHEFOO & TIENTSIN | MONDAY | June 27, at Noon. |
| SHANGHAI & TIENTSIN | TUESDAY | June 29, Daylight. |
| SWATOW & SINGAPORE | CHENAN | July 1, at 11 a.m. |
| SWATOW & BANGKOK | LIANGCHOW | July 1, at 11 a.m. |
| SHANGHAI | SHANGHAI | July 1, at Noon. |
| NEWCHANG | KANSU | July 3, at 4 p.m. |

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation amidships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Ningbo (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone No. 38.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | AT | TO |
|---------------------|-----------|--------------------|
| SHANGHAI | WEDNESDAY | June 26, Daylight. |
| HAIKONG | WEDNESDAY | June 26, at 8 a.m. |
| SHANGHAI VIA NINGPO | THURSDAY | June 26, Daylight. |
| STRAITS & CALCUTTA | THURSDAY | June 26, at Noon. |
| KOBE | THURSDAY | June 26, at 4 p.m. |
| MANILA | FRIDAY | June 27, at 3 p.m. |
| MANILA | FRIDAY | June 27, at 3 p.m. |
| STRAITS & CALCUTTA | SATURDAY | July 6, at 3 p.m. |

CALCUTTA LINE—This line has now been re-organised and affords regular sailings to Calcutta
via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
occasionally calling at Swatow.Manila Line—Sailings approximately every five days between Manila and Hongkong,
occasionally calling at Swatow.HAIKONG LINE—Sailings approximately every five days between Hainan and Hongkong,
occasionally calling at Swatow.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
space for accommodation for passengers.Cargo taken on through Bills of Lading for Medan, Samalung, Labuan, Tawau and
Bako.TIENTSIN LINE—A regular service to and from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Canton.Under British Government Passenger Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and description attached thereto.

For Freight or Passage apply to—

Tel. No. 215.

THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

| S.S. "WEST MUNHAM" | Leave Hongkong |
|--------------------------------|--|
| "WEST MUNHAM" | will be despatched on or about July 4th. |
| For SEATTLE, TACOMA & PORTLAND | Leave Hongkong |
| "WESTERN KNIGHT" | About August 1st. |
| "WEST HERMITAGE" | About August 10th. |
| For SEATTLE, TACOMA, PORTLAND | Leave Hongkong |
| "WEST CELINA" | About August 15th. |

FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE.
JOHN J. GORMAN, GENERAL AGENT.
Fifth Floor, Hotel Mansions.
Telephones 2477 & 2478.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

| Sailings from Hongkong—Subject to change without notice. | Leave Hongkong |
|--|---------------------------|
| "KORUM MARU" | 20,000 tons. 25th June. |
| "NIPPON MARU" | 11,000 tons. 7th July. |
| "TENYO MARU" | 22,000 tons. 20th July. |
| "SIBERIA MARU" | 20,000 tons. 28th July. |
| "SHINYO MARU" | 22,000 tons. 13th August. |
| "PERSIA MARU" | 9,000 tons. 28th August. |

* Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SAN CARLOS, BALBOA,
CALLAO, ARICA AND IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

| Steamers | Tons | Leave Hongkong |
|--------------|--------|----------------|
| "KIYO MARU" | 17,000 | July 14th. |
| "AMIO MARU" | 15,000 | Sept. 10th. |
| "SEIYO MARU" | | Nov. 4th. |

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc. apply to—

Telephone Nos. 2374 and 2375.

T. DAIGO, MANAGER,
KING'S BUILDING.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

| Steamers | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|------------|---------------------------------|-------------------------------|
| "CHANGSHA" | July 2 | July 7 |

* Calls Saigon, Omit Manila.
These steamers are fitted with Refrigerating Machinery, possessing a plentiful
supply of ice, fresh provisions, etc., and have superior accommodation with Electric
Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is
carried. Redoubt Farm. Cargo booked through for all Australian, New Zealand
and Tasmanian ports.For freight or passage apply to
Telephone No. 35.
HONGKONG, June 17, 1919.

BUTTERFIELD & SWIRE, Agents.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITEDTHE CANADIAN PACIFIC RAILWAY COMPANY
announce the augmentation of the present double daily
train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted

to First Class Sleeping Car passengers and will consist entirely

of Compartment Observation and Standard Sleeping cars,

Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7, 1919.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

IV. Accommodation for First Class Passengers, Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Consumption 9 to 10 Days)

CAPTAIN

GUINNEBAUG | Capt. Medina | TUESDAY, 24th June at 11 a.m.

HAITAN | Capt. A. H. Stewart | FRIDAY, 27th June at 1 p.m.

HAIKONG | Capt. J. W. Evans | TUESDAY, 1st July at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFFRAIK & Co.

General Managers.

Princes' Buildings, 100 Hong Street.

Tel. 1824.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" August 19th, 1919.

"OHINA" July 2nd, 1919.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Princes' Buildings, 100 Hong Street.

Tel. 1824.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING.

Connecting with

FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For

STEAMER

SAIL

Subject to change without notice.

THE BANK LINE, LTD

General Agents.

Or to BRIS & Co., Canton.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 14th July to—

SINGAPORE, PENANG and BELAWAN DELI.

This vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to—

JAVA-CHINA-JAPAN LIJN,

Agents.

Telephone No. 1674.

THE SAILING SHIP.

NEW ASSOCIATION TO
PROTECT ITS INTERESTS.THE PROBLEM OF CHARTER-
PARTIES.

To strengthen the sailing ship

trade in the United Kingdom and

further the development of this im-

portant branch of coastal shipping a

new association has just been formed

with headquarters in London, and

branches are shortly to be opened in

the main ports.

Early in 1919 sailing ship owners

had a conference with the idea of

forming a body to protect their

interests. They came to the conclu-

sion that the Chamber of Shipping of

the United Kingdom might do this for

them. But a year has shown that

sailing ship interests are so extensive,

and the Chamber of Shipping is too

busy with steamships to have much

time for sailers, and the owners of

the latter have formed an independent

association of their own.

The Coasting Sailing Ship Owners'

Association, Ltd., has been formed

for the protection of the interests of

owners of sailing, fishing, motor and

auxiliary vessels, with offices at 49,

Leadenhall-street, London, E.C.3, and

Mr. Alfred Stocken, the general

manager of the Sailing Ship Mutual

Insurance Association, Ltd., is acting

as pro tem. secretary.

CHARTER DIFFICULTIES.

At the present moment sailing

ship owners are working under

great disadvantages as regards

charters. The charter regulations

are quite out of date, and the

relationship between merchant and

shipper is not satisfactory. This

will be one of the first subjects dealt

with by the new body, which will

also occupy itself with the improve-

ment of sailing ship conditions. The

ports are to be mapped out into

different zones. The local com-

mittees will appoint a

SHIP

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICES
TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.
SAILINGS FOR

MARSEILLES AND LONDON

| S.S. | Leave HONGKONG about | Due MARSEILLES about | Due LONDON about |
|-----------------|------------------------------|-------------------------------|-----------------------------|
| NAGOYA MALTA | 21st August 4th September | 23rd September 7th October | 2nd October 16th October |

BOMBAY via STRAITS & COLOMBO.

| S.S. | Leave Hongkong about | Due Bombay about |
|--------|----------------------------|------------------------|
| DUNERA | 7th July | 25th July |

CALCUTTA via STRAITS and RANGOON.

| JAPAN | Due Calcutta 13th August. |
|-------|---------------------------|
|-------|---------------------------|

SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

| S.S. | Leave Hongkong about | Shanghai and Kobe, Shanghai only. |
|-----------------|------------------------------------|--------------------------------------|
| JAPAN DUNERA | 24th June 24th June at Daylight | |

Tickets interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by P. & O. Company's steamers between Singapore and
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered without notice.
NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Comptroller and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m.
on Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which date they cannot be recognised. No claims will
be admitted after the goods have left the Godowns.
For further information, Passengers, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central HONGKONG. Agents.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woo Street, Central.N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee and St. Paul Railways.
FUSHIMA MARU Sunday, 22nd June, at 11 a.m.
SATORI MARU (calling Manila) ... Sunday, 13th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo,
Suez & Port Said.
TAMBA MARU Friday, 27th June, at Noon.
MISHIMA MARU Friday, 11th July, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
TANGO MARU Wednesday, 26th June, at 11 a.m.
NIKKO MARU Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran,
San Francisco, Panama & Colon.
TOYAMA MARU Tuesday, 16th July.

BOMBAY & COLOMBO via Singapore.
SEIRYU MARU Beginning of July.
TENSIN MARU Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.
RANGUN MARU Saturday, 28th June.
CALCUTTA MARU Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
ARI MARU Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU Tuesday, 24th June, at 11 a.m.
SHIMBU MARU Saturday, 28th June.
INABA MARU Friday, 11th July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.).
For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 292 & 293.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipyards and can accommodate any craft
of 240 feet long.
Town Office: 48, Connaught Road Central, Hongkong. Telephone No. 454.
Shanghai Office: 48, Connaught Road Central, Hongkong. Telephone No. 9.
Estimates furnished on application.
WONG PING WA, Manager.
Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

| DESTINATION. | VESSEL'S NAME. | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|-------------------|-------------------------------|--------------------------|
| San Francisco via Shanghai & Japan, &c. | Korea Maru | Toyo Kisen Kaisha | On 25th June. |
| San Francisco via Shanghai, Japan &c. | Nippon Maru | Toyo Kisen Kaisha | On 17th July. |
| San Francisco via Shanghai, Japan &c. | Benador | Pacific Mail S.S. Co. | On 18th July, at Noon. |
| San Francisco via Shanghai, Japan &c. | China | China Mail S.S. Co., Ltd. | On 2nd July. |
| San Francisco via Shanghai, Japan &c. | Wankin | China Mail S.S. Co., Ltd. | On 18th August. |
| San Francisco via Shanghai, Japan &c. | Western Knight | The Admiral Line | On 18th August. |
| Seattle, Tacoma, Victoria & Vancouver. | Mexico Maru | Osaka Shosen Kaisha | On 28th June. |
| Victoria, Vancouver, Seattle & Tacoma. | Ratori Maru | Nippon Yusen Kaisha | On 13th July, at 11 a.m. |
| Victoria B.C. & Seattle via S'hai, &c. | Empress of Japan | Canadian O.S. Ld. | On 25th June. |
| Vancouver via Shanghai, Japan &c. | Empress of Russia | Canadian O.S. Ld. | On 10th July. |
| Australian Ports via Manila | Changsha | Butterfield & Swire | On 14th July. |
| Australian Ports via Japan | Tango Maru | Nippon Yusen Kaisha | On 28th June, at 11 a.m. |
| New York via Suez | Kiyo Maru | Toyo Kisen Kaisha | On 8th July. |
| Nagasaki, Kobe & Yokohama | Erimontu Castle | Dowell & Co., Ltd. | About 28th June. |
| Shanghai, Kobe & Yokohama | Shimbu Maru | Nippon Yusen Kaisha | On 19th July, at 11 a.m. |
| Shanghai | Wingsang | Jardine, Matheson & Co., Ltd. | On 23rd June, D'light. |
| Shanghai | Choyang | Jardine, Matheson & Co., Ltd. | On 28th June at D'light. |
| Shanghai | Sinkiang | Butterfield & Swire | On 28th June, at 4 p.m. |
| Haiphong | Sinkiang | Osaka Shosen Kaisha | On 28th June, at Noon. |
| Wahaiwei, Chedao & Tientsin | Haichow | Butterfield & Swire | On 28th June, at Noon. |
| Straits & Calcutta | Namsang | Jardine, Matheson & Co., Ltd. | On 28th June, at 10 a.m. |
| Keelung via Swatow and Amoy | Raijo Maru | Douglas, Lapraik & Co. | On 27th June, at 1 p.m. |
| Swatow, Amoy & Foochow | Haichow | Jardine, Matheson & Co., Ltd. | On 27th June, at 3 p.m. |
| Manila | Borac Maru | Dowell & Co., Ltd. | On 27th June. |
| Singapore, Colombo & Bombay | Dunera | P. & O. S. N. Co. | On 7th July. |
| Bombay & Colombo via Singapore | Shimbu Maru | Nippon Yusen Kaisha | On 28th June. |
| London and Antwerp | Amazon Maru | Osaka Shosen Kaisha | On 27th June at Noon. |
| London via Spore, Pang & C'bo &c. | Tamba Maru | Osaka Shosen Kaisha | On 19th July. |
| Mauritius, Delagoa Bay, Durban | Rwail Maru | Osaka Shosen Kaisha | |

Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
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TAMON MARU No. 1
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Top Floor, King's Building.
Tel. No. 140 & 155.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.
"KOREA MARU."

STEAMER ARRIVED FROM
SAN FRANCISCO, HONOLULU,
JAPAN PORTS, Wednesday
June 18.

Consignees of cargo are hereby notified
to present their bills of lading for counter-
signature, and take immediate delivery
from alongside steamer or the Company's
godown, where all cargo impeding im-
mediate discharge will be landed at
consignees' risk.

Storage will be assessed on
cargo remaining undelivered on and
after Wednesday, June 25.

All broken, chafed and damaged
packages will be landed into the Company's
godown, where same will be examined on
Wednesday, June 25, at 10 A.M.

No claims will be recognized after the
goods have left the steamer or godown and
none will be entertained if presented
later than three weeks after arrival
of steamer.

No Fire Insurance whatever will be
accepted.

T. DAIGO,
Manager.

Hongkong, June 18, 1919.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship
"KITANO MARU,"

having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG
and KOWLOON WHARF and GODOWN CO.'S
Godowns at Kowloon, where each con-
signment will be sorted out mark by mark and
delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary
before Noon, TODAY.

Goods not cleared by June 30
1919, will be subject to rent.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Co.'s representatives at an ap-
pointed hour on TUESDAY and FRIDAY.

All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, June 23, 1919.

STOMACH AND LIVER
TROUBLES.

NO end of misery and actual suffering
is caused by disorders of the
stomach and liver, and may be avoided
by the use of Chamberlain's Tablets.
Give them a trial. For Sale By All
Chemists and Storekeepers.

REGULAR SERVICE FOR

FREIGHT BETWEEN

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BANGKOK

and/or

SINGAPORE.

For further particulars, sailing dates,
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MACKINNON, MACKENZIE & CO.,
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Hongkong.

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HOJO, NAKAMURA, SAKO, KAWA,
SHINHEI, KAWA, KAWA, KAWA,
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Otaru, Vladivostok, Peking, Tientsin,
Dairen, Tsingtau, Hankow, Shanghai,
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Coal Merchants, Sailmakers,
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163 Queen's Road, Victoria,
CLARE, SON & CO., 23 Grace
church St., E.C. 4, S. S. & Co., Ltd.,
20, Abchurch Lane, E.C. 4, G. & Co.,
15, St. Dunstons, E.C. 1, ROBERT WATSON,
100, Fleet Street, E.C. 4, C. MITCHELL & Co.,
100, Fleet Street, E.C. 4, D. J.
KATY & Co., 4, Whitechapel
Rd., E. 1, W. W. & Co., 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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CEYLON:—W. M. SMITH & Co., The
Apostrophe Co., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY
& WALES, Ltd., Singapore.

PHILIPPINE ISLANDS:—A. S. WAT-
SON & Co., Manila.

SHANGHAI:—Messrs. KELLY & WALES.

JAPAN:—Messrs. KELLY & WALES, Ltd.,
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U. S. Mail Line.
OPERATING THE NEW FIRST CLASS STEAMERS.

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14,000 Tons each.

HONGKONG TO SAN FRANCISCO,
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The Sunshine Belt.
The most comfortable route to America and Europe.

Sailings from Hongkong at Noon.

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These Steamers have the most modern equipment including overhead
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Special care is given to the cuisine, and the attendance on
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For SAN FRANCISCO Direct.

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Will be despatched as above on or about

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THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

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LENGTH ON KEEL

ENTRANCE

DEPTH OVER

RISE OF TIDE

NAME OF DOCK OR SLIP

LENGTH ON KEEL

ENTRANCE

DEPTH OVER

RISE OF TIDE

NAME OF DOCK OR SLIP

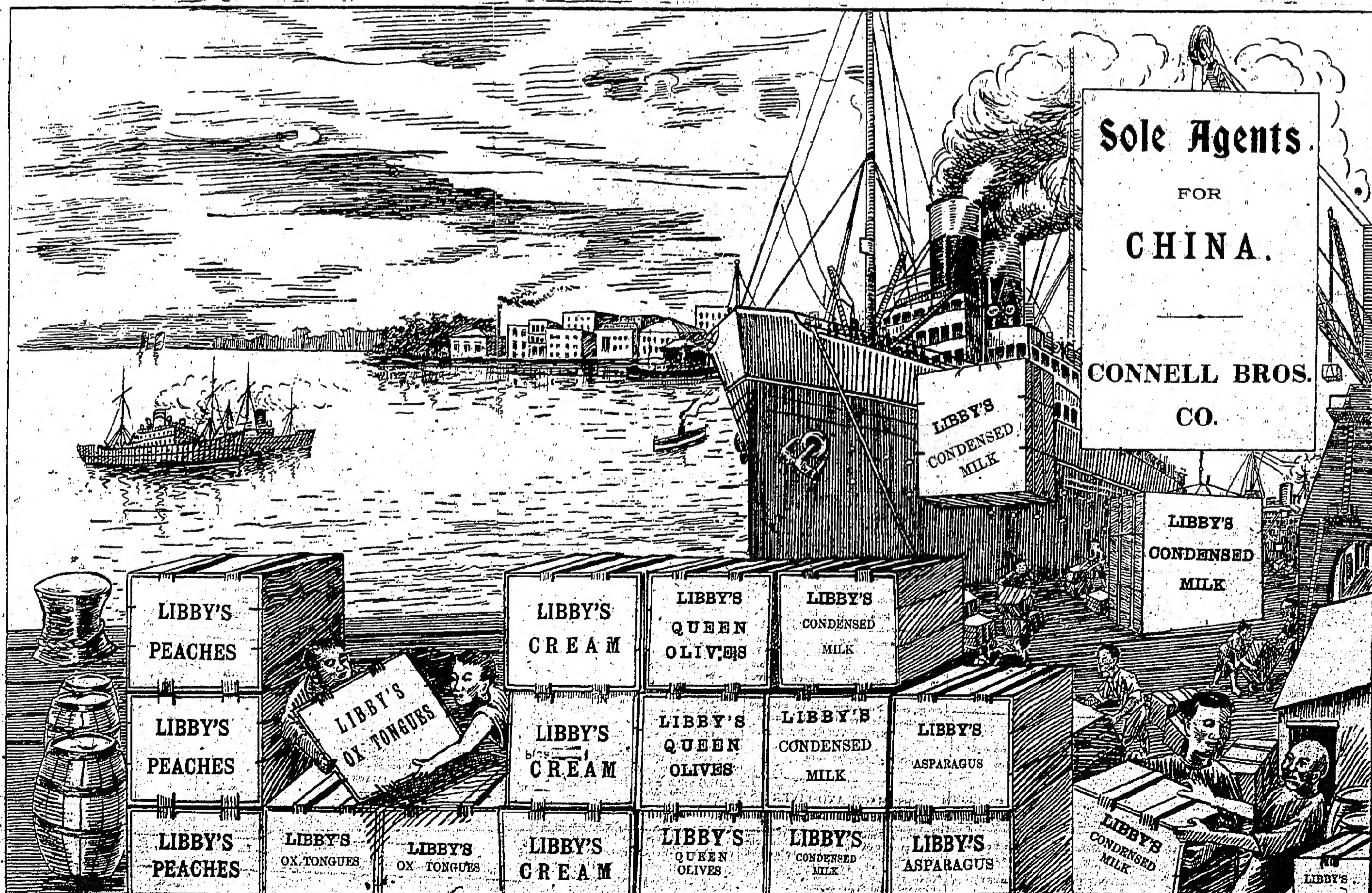
LENGTH ON KEEL

ENTRANCE

DEPTH OVER

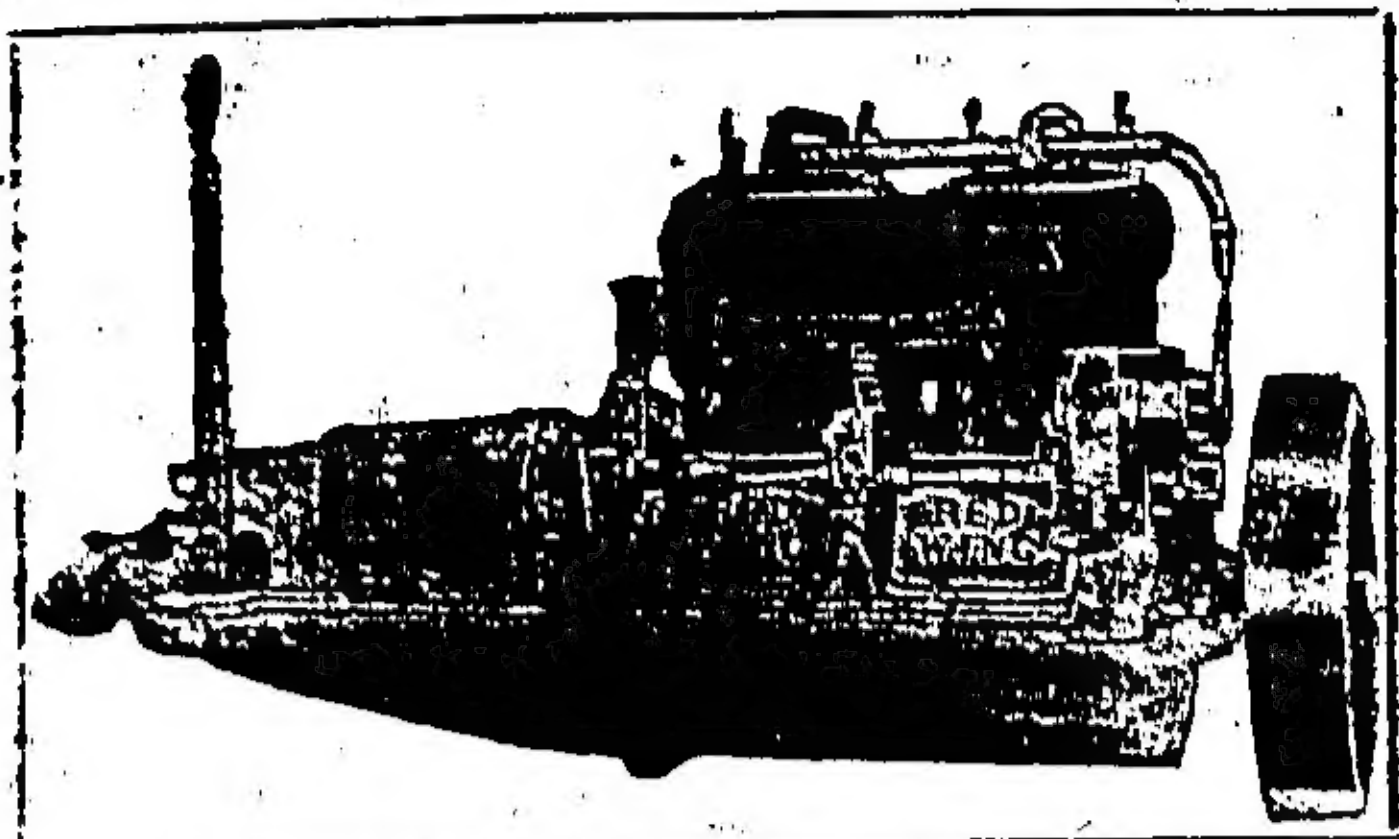
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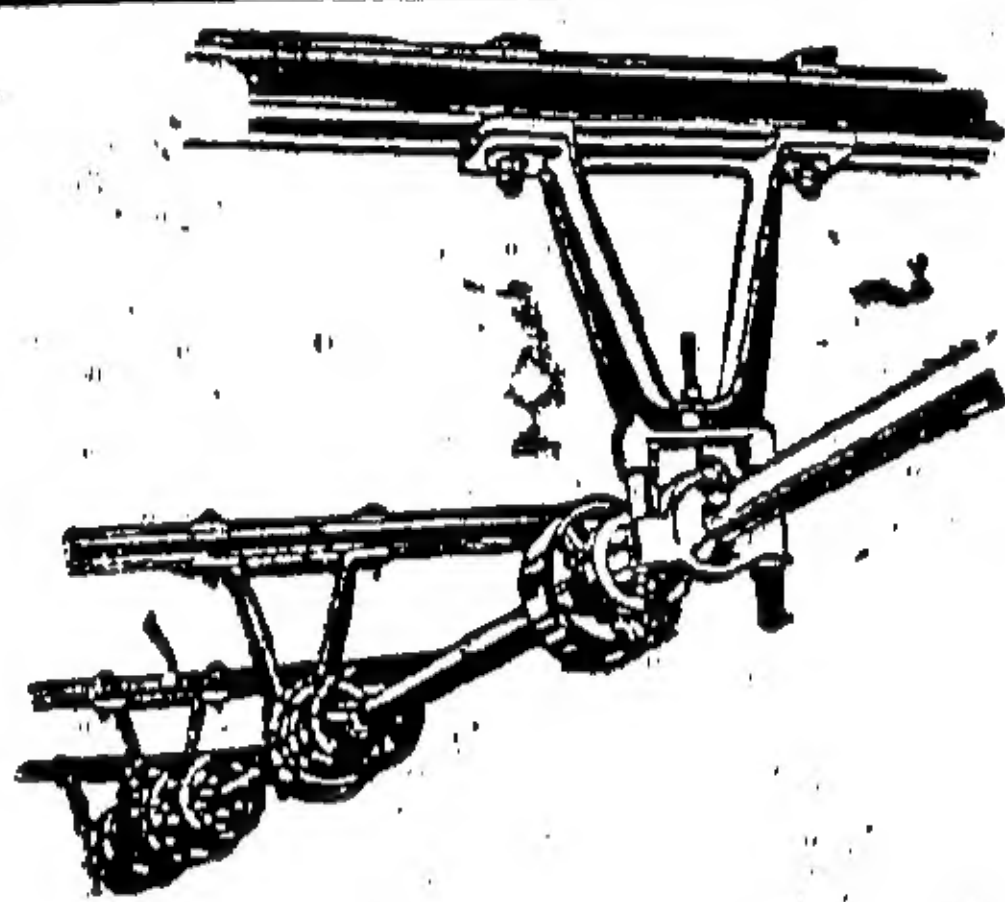
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NOTICES.

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十 中 港 發 共 茲 者 我 下 人 味 洋
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號 百 輔 所 倡 貨 皆 胞 雙 造 香 烟

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MATINEE: SATURDAY at 4.30
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Music by Jerome Kern.

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THEATRE ROYAL on THURSDAY NIGHT

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Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unice, Vienna, Trieste, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bagdad, Freetown, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mail are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

WEDNESDAY, June 25.

Straits—Per JAPAN.

SUNDAY, June 29.

Straits—Per THETISIAS.

OUTWARD MAILS.

WEDNESDAY, June 25.

Philippine Islands, Australia and New Zealand via Thursday Island—

Per TANGO MARU. Registration

8.45 a.m. Letters 9.30 a.m.

Shanghai, North China, Japan via Naga-

saki, Honolulu, Canada, United States, Central and South

America and EUROPE via

SAN FRANCISCO—Per

KORUA MARU. Registration

9.15 a.m. Letters 10 a.m.

Shanghai, North China, Japan via

Nagasaki, Canada, United States, Central and South

America and EUROPE via

CANADA MARU. EMPRESS OF

JAPAN. Registration 9.45 a.m.

Letters 10.30 a.m.

Ningpo—Per CHOYANG, 5 p.m.

Hai Phong—Per CHONGYA, 5 p.m.

THURSDAY, June 26.

Straits, Bangkok and Calcutta—Per

NAMSANG, 11 a.m.

Shanghai and North China—Per

SUNNING, 3 p.m.

FRIDAY, June 27.

Weihaiwei, Chefoo and Tientsin—Per

HUICHOW, 11 a.m.

Swatow, Amoy and Foochow—Per

HATTAN, 1 p.m.

Philippine Islands—Per LOONGSANG,

2 p.m.

Bangkok—Per TITAREOM, 3 p.m.

SATURDAY, June 28.

Shanghai and North China—Per

CHENAN, 5 p.m.

TUESDAY, July 1.

Swatow, Amoy and Foochow—Per HAI-

HONG, 8 a.m.

Shanghai and North China—Per

SINLIANG, 11 a.m.

Straits, Bangkok, Ceylon, Mauritius,

South Africa, India via Dhanush-

kodi, Egypt and EUROPE

via SUEZ—Per IDOMENEUS,

Noon.

The Parcel Mail will be closed

on Monday, June 24, at 5 p.m.

FRIDAY, July 4.

Straits, Bangkok, Ceylon, Mauritius,

South Africa, India via Dhanush-

kodi and EUROPE via SUEZ—

Per TAMBA MARU. Registration

9.45 a.m. Letters 10.30 a.m.

ENTERTAINMENTS.

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TEL. No. **CORONET** TEL. No.
1743. 1743.

TO-NIGHT! TO-NIGHT!!

At 5.15 and 9.15 p.m.

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"MICKEY"

Featuring

MABEL NORMAND.

Prices for both } \$1.00 & 60 cts.
Performances }

Booking (for 9.15 p.m.) at ROBINSON'S.

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A BEAUTIFUL SCENIC & A SIDE SMILING

HAROLD LLOYD COMEDY.

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It demands your approbation.

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